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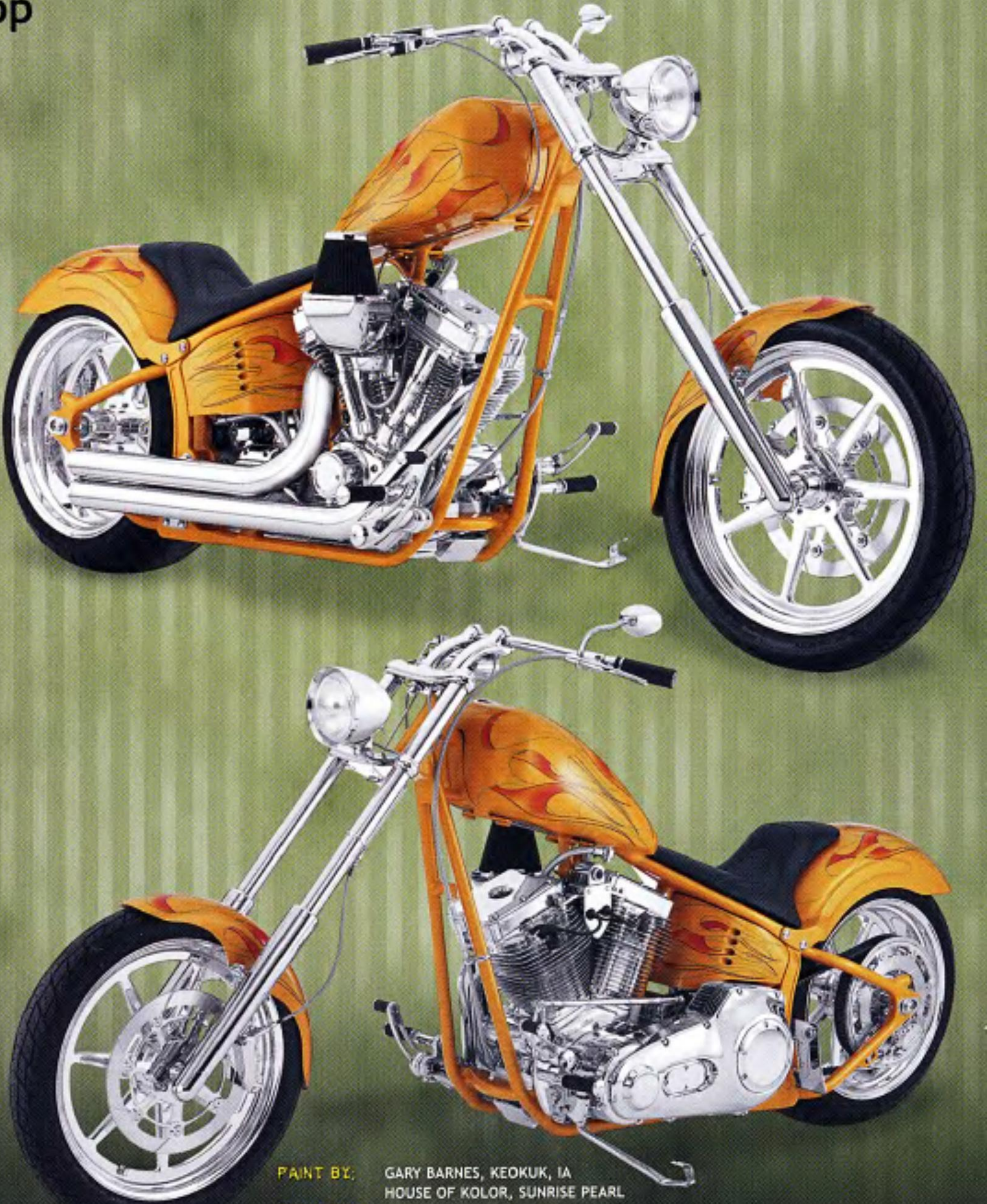

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TakingItEasy

Happy licking! If you lick your envelopes, you won't any more. A woman who was working in a post office in California licked the envelopes and postage stamps one-day instead of using a sponge. That very day the woman cut her tongue on one of the envelopes.

A week later she noticed an abnormal swelling of her tongue. She went to the doctor, and they found nothing wrong. Her tongue was not sore.

A couple of days later **her tongue started to swell** more, and it began to get really sore, so sore that she couldn't eat. She went back to the hospital and demanded something be done. The doctor took an X-ray of her tongue and noticed a lump so he prepared her for minor surgery.

When the doctor cut her tongue open, a live cockroach crawled out! It seems there were roach eggs on the seal of the envelope she had licked. The egg was able to hatch inside her tongue because of her saliva. It was warm and moist.

If you think this is a story I hatched up just because it sounds bizarre, it's not. It was reported on CNN. The guy who sent it in said that he used to work for a print shop many years ago, and they were told NEVER to lick the envelopes.

He didn't understand why until he had to go into the storage area and pull out 2,500 envelopes that were already printed for a customer who was doing a mailing. He saw several squads of roaches roaming around inside a couple of boxes with eggs everywhere. It seems they like the glue on the envelope flaps. Well, that oughta get your day off to a good start.

While driving, a woman was hit by another car. Nine months later she gave birth to a daughter and sued for compensation. Compensation for what, you ask? She claimed that the collision caused her **a memory loss**, which contributed to why she forgot to take her birth-control pills. The judge ruled that she was entitled to compensation to help raise her daughter even though she was 75% at fault for the original collision.

A machine operator accidentally chopped off the tip of his thumb and then, showing his bosses how the accident happened, accidentally **chopped off his entire index finger.** Sounds like the kinda dude we would hire.

When you buy your next sheet of stamps, here's some info you might like to have. An investigation revealed that the Postal Service has spent at least $3.6 million of stamp buyer's money in recent years sending its Inspector General staff through a series of executive conferences that featured exercises in **wrapping each other in toilet paper** and aluminum foil, building sandcastles in freezing weather at the beach, and making animal noises, because the conference sponsors convinced the Inspector General that those exercises would improve job performance and make the staff work together better. Other therapeutic tasks included dressing in cat costumes and asking make-believe wizards for advice.

Here are some actual statements found on insurance forms where car drivers tried to summarize the details of an auto accident in **the fewest words possible:**

"Coming home I drove into the wrong house and collided with a tree I didn't have."

"The other car collided with mine without giving warning of its intentions."

"I thought my window was down but found out it was up when I put my head through it."

"A truck backed through my windshield into my wife's face."

"The guy was all over the road. I had to swerve a number of times before I hit him."

The Department of Health in Great Britain (which has the highest teen pregnancy rate in Western Europe) was criticized for its latest school sex education that suggests to kids the merits of oral sex instead of intercourse. (Sounds logical.)

And on the same subject and in the same country, the British government proposed privacy-rights legislation that would permit people to **have sex in public restrooms** as long as they could not be seen by others using the restroom. You can't say the British are narrow-minded!

Now here's a perfect example of an entrepreneur: According to a Federal trade Commission lawsuit, a guy in Texas earned $190 million in four years selling a $40 solution that guaranteed weight loss even if the user **ate lots of pizza, beer, tacos, and doughnuts.** What's wrong with that?

Your hard-earned dollars are at work: **A $44 million study** revealed that employees are much more likely to call in sick if they drank alcohol the previous night. Well, no shit!

A guy's online personal ad touted his multilingualism, world travels, compassion, and love of Keats and baroque music. But **he forgot to mention** that he was convicted of murdering his 1978 and 1997 girlfriends, both with hammers, and that he was in jail awaiting a jury's decision whether he gets death for the latter crime.

A guy, facing drug charges, told the judge at a hearing that he owns **a copyright on his name** and that if the judge wants to say it, he'll have to pay a royalty of $500,000 each time.

Some parting thoughts:

- Never give yourself a haircut after three margaritas.
- You need only two tools: WD-40 and duct tape.
  If it doesn't move and it should, use WD-40.
  If it moves and shouldn't, use the tape.
- Everyone seems normal until you get to know them.
- Never pass up an opportunity to pee.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 362 • AUGUST 2003

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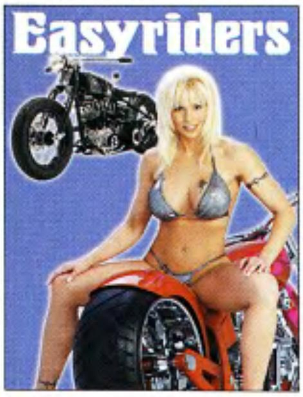

Pleasing Paula on Gary McGinley's pro-street putt shot by Don Rogers. Marc Avriette's bobber shot by John Wycoff. Cover by Daniel Ferguson.

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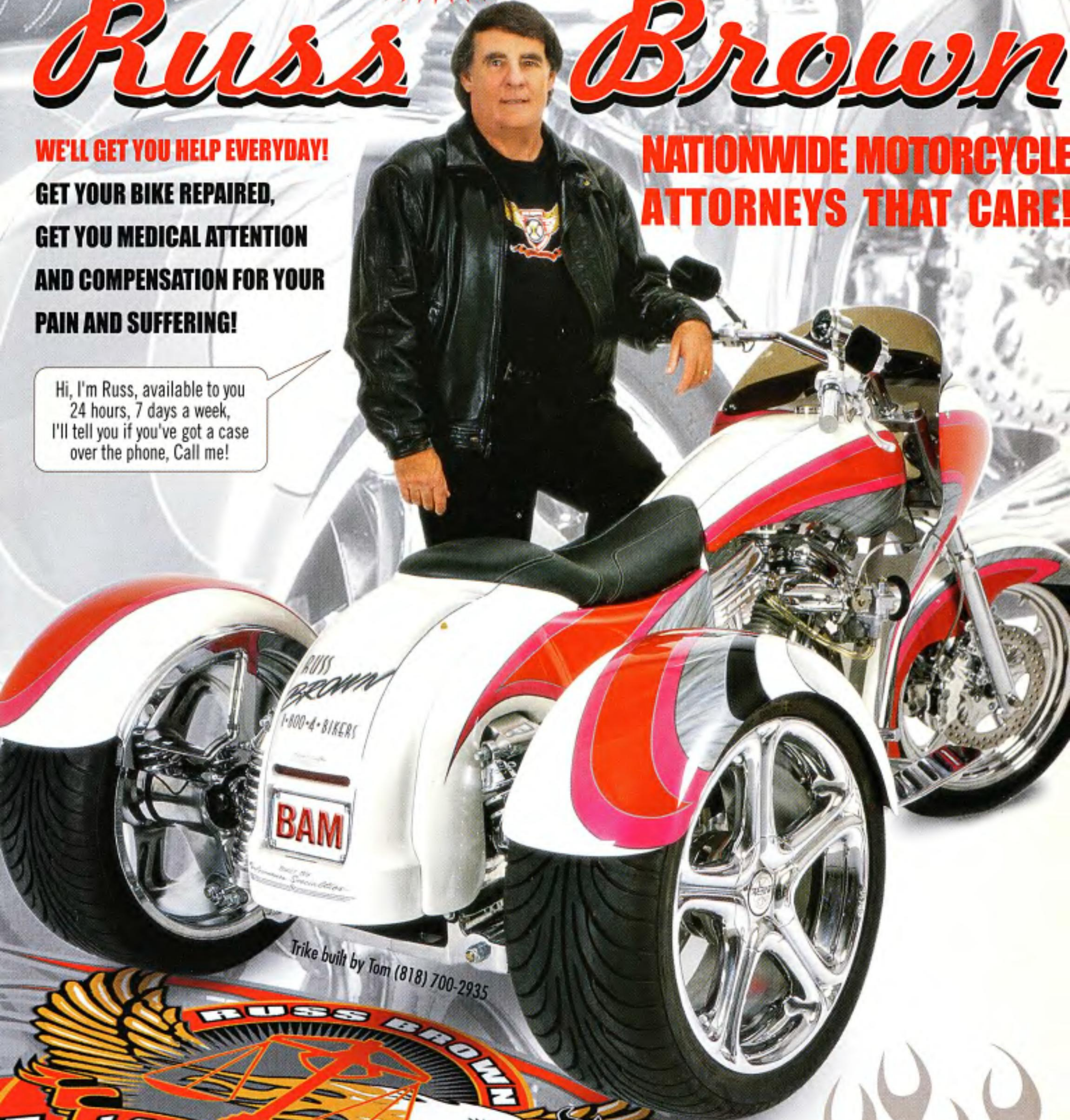
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WordMonger

Hot V-Rods

I recently purchased the April '03 issue of your mag and was very intrigued by the article "Hot V-Rods." I too have a customized Harley-Davidson V-Rod unlike any in your article. Here are the items I've added to my bike:

Front and rear "Wicked" mag wheels with brake disc and pulley to match the chrome wheels. These items were made by RC Components. Front and rear chrome calipers made by H-D. Lower chrome forks made by H-D. Chrome upper and lower triple tree made by H-D. All chrome accessories on handlebars to include clutch and brake master cylinder, switch housing, clutch lever and brake lever by H-D. Chrome Barnett throttle cables, Küryakyn chrome grips and pegs, chrome brake pedal, shift lever and passenger pegs. The 2002 air sensor device has been replaced by the new 2003 air sensor device. The stock seats have been replaced by Badlander seats. Both braided water lines have been replaced with chrome braided lines by H-D. The exhaust system has been changed twice, first time with the Screamin' Eagle exhaust system and now with the Screamin' Eagle double barrel 16-gauge system. I have replaced the swingarm with a chrome swingarm and chrome axle covers, all by H-D. I replaced the shocks with Precision Performance shocks. As you can see in the enclosed pictures, I have painted all the sheet metal ocean blue and have bought an extra set of sheet metal and had those painted a pearl black. These items are just to name a few. The one item that has really made a tremendous difference is the new frame I purchased from H-D and had the frame chromed by Gary Michaels of Pro Plating and Polishing in Decatur, Georgia. This feature made my V-Rod a true custom monster.

As you can tell from the enclosed photos, my Harley V-Rod sparkles. I keep it in the den of my home so it is not exposed to the weather.

John T. Wilcher
Savannah, Georgia

Response to a Response

In response to the letter from Renee Tyler in the April issue, we agree that there are great Harley-Davidson dealers out there.

Over the past five-six years we have purchased six Harleys from Utica Harley in Utica, New York. They are, in our opinion, great people to do business with. You're never ignored when you enter their dealership, and the sales staff is very attentive to your needs. Not only that, they also sell new Harleys at MSRP every day.

Right now we're riding a 2003 Fat Boy and a 2003 Dyna Low Rider purchased from them. When it comes time to look at a new bike again, our first stop will be at Utica Harley.

Keep up the great articles—we love your magazine.

Jim and Betty Holmes
Verona Beach, New York

Another V-Rod Custom

Being a subscriber and avid reader of your magazine for 10 years, I was very interested in the customized V-Rod article in the April issue.

I'm enclosing photos of my customized "100th" anniversary model for you to enjoy.

Dan Tursky
Green Bay, Wisconsin

P.S.—I recently attended your bike show in Columbus, Ohio, and was also there in 2001. Fabulous bikes! Outstanding!

A Word of Thanks

I'm a recent fan and reader of your great magazine. I've never written before but wanted to thank you for the fine articles on H-Ds and how to trick 'em out.

I'm currently in the desert and thankfully had the foresight to bring some of your mags with me. The bike I want to build when I get back to the States after my deployment is in the planning stage, and I've been gleaning as much information and knowledge from the few mags I have. (Unfortunately, they don't sell them here.) Any words of wisdom you can pass on to a new rider and a first-time builder would be greatly appreciated.

Thanks once more for the great mag and pics.

SPC Jesse York
U.S. Army

Keep that desert sand out of your carb.

Cheers for Stephanie

I just want to say that not only did Stephanie step up to the plate in your March 2003 issue as October's winner of the Fox Hunt, but she hit a home run and won the game for ya! She is one red-hot lady showing the best that nature has to offer!

Stephanie, keep doing whatever it is you're doing. We like it!

Bikerbob
Anderson, Indiana

"Apologies to Harley"

After reading your letter "Apology to Harley" in "Wordmonger" (April issue), I was pissed. Your magazines have done more to promote the ownership of Harley-Davidson bikes than anything Harley itself has done in the last 20 years. You have kept the mystique and the brotherhood alive. All Harley does now is aimed at the RUBs who buy their bikes because they want to pretend to be bikers like they see in your mags.

Oh. One final note to the readers, just in case you should print this. I am in no way related to Dave Nichols—last name is strictly coincidental. He is too damned ugly to be even a distant relative of mine.

Jim Nichols
Asheville, North Carolina

Thanks for the letter Uncle Jim.

Ain't Whistlin' Dixie

Unless you've been living on another planet, you've no doubt encountered the turmoil over the comments made by Natalie Maines of the Dixie Chicks regarding President Bush. Yeah, she said some stupid stuff at a stupid time, who hasn't? I've been writing for this fine magazine for a while now and have myself expressed opinions that aren't always popular. So what. Isn't that what freedom of speech is all about? The right to say the wrong thing, but the freedom to say it anyway.

Before you go out and burn your Dixie Chicks albums and boycott any radio station that dares play their songs, sit back and give freedom some thought. Freedom is the desired result of any democracy. Democracy is exactly what all those soldiers have been fighting for in Iraq. People in Iraq, prior to liberation, would have been killed for saying anything negative about their president. What separates us from them is that we don't do that here.

We can speak without fear of violent retribution. Sure, we can't yell fire in a movie theatre, but we are free to criticize the government for whatever they do, even if we do it in a tasteless way.

Personally, I do support the U.S. kicking ass in Iraq. I also support the right of people to protest the war. Let's cut the Chicks some slack. There's an old saying that goes something like, "I may not like what you say, but I'll fight to the death to defend your right to say it". Live Free, Ride Free, and support freedom in all its forms, even if it sometimes leaves scars.

Greg White

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"I still wear my hair long, and my buddies, well, they're constantly giving me a hard time, telling me I just can't seem to let go of the '60s. And they're right," says Rick Fairless. "I like the '60s! Those were my growing-up years. It was a good time."

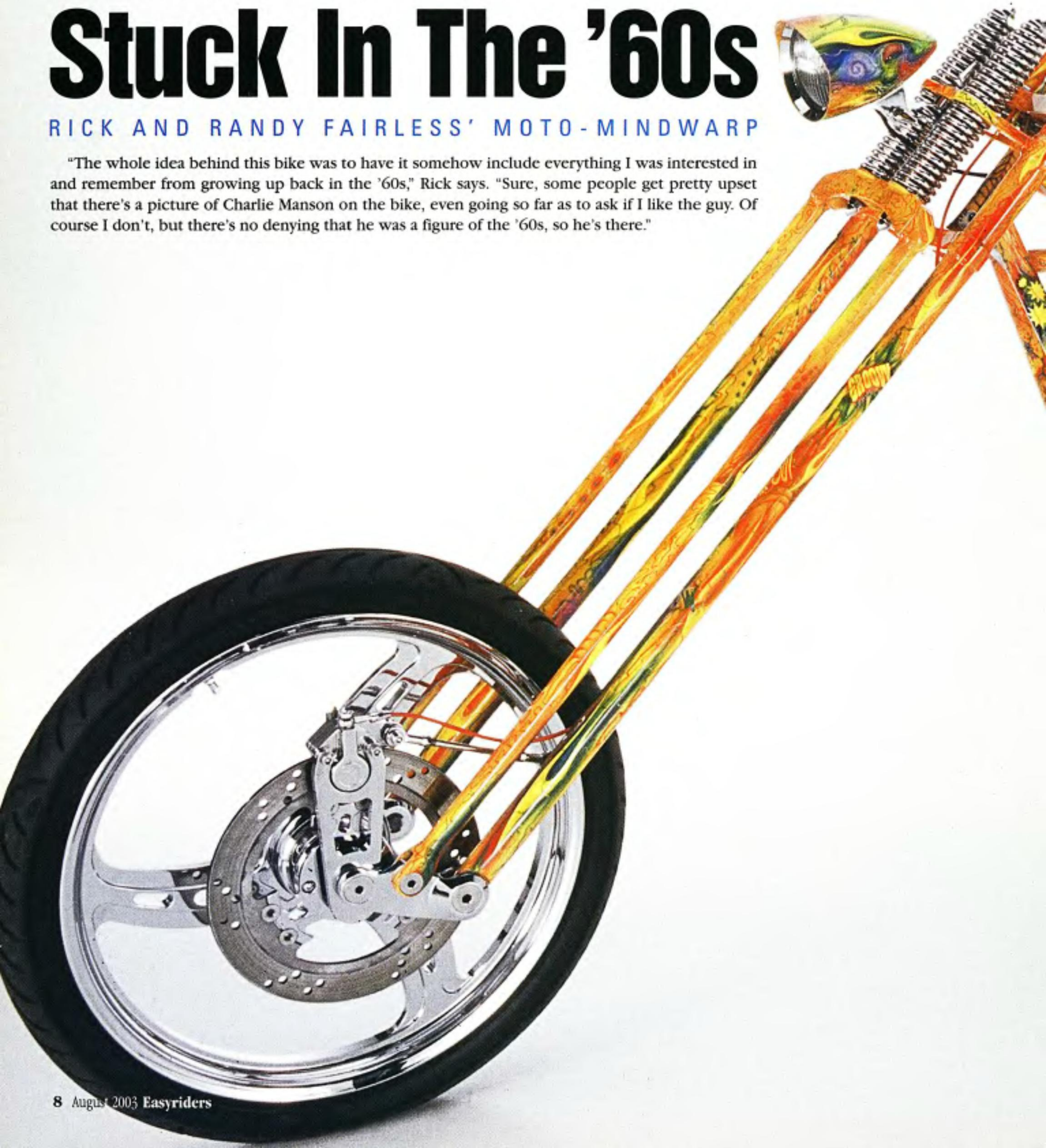
Fond memories of times past notwithstanding, Rick hasn't let that rose-tinted rear view mirror get in the way of where he is today, which is running a couple of pretty successful businesses in Dallas. Strokers Dallas is Rick's motorcycle store, and right next door to that is Strokers Icehouse, Rick's restaurant/bar. The two businesses feed off each other nicely. In fact, they're the bikers' place to be in Dallas, "and when the weather's right," says Rick, "it's not uncommon to see 700 or 800 bikes parked out front on a Sunday afternoon."

For the past few months Rick's own "Psychedelic Chopper," a two-wheeled tribute to his favorite decade, has been one of them. Never failing to draw a crowd, too.

Stuck In The '60s

RICK AND RANDY FAIRLESS' MOTO-MINDWARP

"The whole idea behind this bike was to have it somehow include everything I was interested in and remember from growing up back in the '60s," Rick says. "Sure, some people get pretty upset that there's a picture of Charlie Manson on the bike, even going so far as to ask if I like the guy. Of course I don't, but there's no denying that he was a figure of the '60s, so he's there."



HANK WILLIAMS

On a less somber note there's also pictures of Tom Landry (Rick is from Dallas, after all), Janis Joplin (yet another Texan), and various other memory joggers from the '60s, things like the Zig-Zag rolling-paper guy. Rick put the Dallas Cowboys logo on, and of course his Easyriders Dallas logo (now Strokers Dallas) is there, too, along with mention of Strokers Icehouse. There's Marilyn Monroe, Frank Zappa, Jimi Hendrix, and Ed Roth's Rat Fink. All told, there are "about 30 or 40 individual icons of the '60s" on this motorcycle. Go ahead, look for them. It'll take a while. We'll wait.

Back now? That's some paint job on this scooter, huh? It's the work of Ontario, Canada's, Vince Goodeve, an obviously talented artist who also happens to be a world-class tattooer.

"I met Vince at Sturgis," Rick explains, "and when we got to talking I began describing what I had in mind for a new bike. And the more we talked the more I realized that what I had in mind for a paint job was really a big tattoo made up with a bunch of small designs. So of course Vince kept after me, saying 'I'm your guy, you have to let me paint this bike.' I checked out some of the motorcycles he's painted, and looked at his tattoo work. He was right. He was the guy." Although it was long-distance job, shipping everything from Dallas up to Canada to be painted, "it came off without a hitch and was definitely worth it," Rick says now.

Wanting the bike to reflect his personality and the things he's interested in, Rick sent Vince stacks of photographs and page-long lists outlining the sort of things he wanted to include in the paint job (tattoo work?). Vince took over from there, with Rick and Vince agreeing to start off with a custom-mix Porsche orange/yellow base coat, the same color that had been used to detail the bike's TP engine.

Every couple weeks or so during the paint job Rick would call asking how

things were coming, "and Vince would be pumped," he remembers. "He'd tell me he had just finished the front fender, or the gas tank, or whatever, and explain it all to me. I could tell he was excited, and naturally I'd get that way, too." Vince quit counting his time at 500 hours; the paint job is that intricate.

Underneath it all, if you can get your eyes to go there, Rick built up a basic, old-school longbike chopper. He used a Daytec 250 Rigid frame, matching it with a Rolling Thunder springer front end and that 121-inch TP motor. "And," Rick says, "I can't say enough good things about Phil Day from Daytec, who custom built this frame, and Tom Perone owner of TP Engineering. They're both gentlemen to work with every time, which is why we use their stuff whenever we can."

Unquestionably a rolling piece of artwork, Rick's flashback flyer is also a pretty nice motorcycle to live with. "Hit the starter button and it cranks up every time and runs and rides flawlessly," he says. But that's just the way they build bikes at Strokers Dallas. "They have to look good, sure, but you have to be able to ride them, too," is Rick's assessment. "If you can't do that, what's the point?"

About that name listed in the owner's slot on the bike chart? There's a story there, as well. Randy Fairless is Rick's brother. He's an attorney in Houston. Separated in age by just 11 months, they're best friends and both grew up riding in the '60s. But a more diametrically opposed duo would be hard to find. While Rick is an unreformed flower child, Randy "is about the most conservative guy you could find." To a point, it would seem.

It turns out that, secretly and for some time, Randy has wanted a chopper, a wild one. And when he saw and rode the bike his brother had just completed Randy knew he'd found his first custom. "I know you plan to keep this one for yourself for a while, and then sell it," he told Rick, "but when you do sell it I want to be the guy who buys it." He did just that. The Psychedelic Chopper is now parked in the main lobby of Randy's law office, on display to one and all who come in for his services (and make folks wonder if they're in the right place). Come Friday night, though, Randy rolls it out for a ride, heading back to the '60s with brother Rick right alongside for that long, strange trip. *—Joe Kress*

Owner:....................Randy Fairless
City:..................................Houston

General

Fabrication: ....Strokers Dallas
Year and make: ....2002 Strokers Dallas Chopper
Model: ....Psychedelic Chopper
Assembly: ....Strokers Dallas
Time:...............................6 months
Chroming: ....Meclec Plating

Engine

Year and model: ....2002 TP Engineering
Ignition: ....Power Arc
Displacement:......121 cubic inches
Lower end: ....TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Cases: ....TP Engineering
Heads: ....TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb(s): ....S&S G
Air cleaner: ....Force Winder
Pipes:......................Strokers Dallas
Mufflers: ....what?

Transmission

Year: ....2002 Baker
Modifications: ....none
Shifting: ....6-speed, foot

Paint

Molding: ....Strokers Dallas / Vince Goodeve
Painter: ....Vince Goodeve
Color/type: "all of them!"/Urethane
Special paint: ....you bet!

Frame

Year:.......................................2002
Builder: ....Daytec
Type: ....250 Rigid, custom order
Rake: ....46 degrees
Stretch:....8 inches up/3 inches out
Modifications: ......custom molding

Accessories

Bars:................Strokers Dallas/L.A. Choppers
Risers: ....Strokers Dallas
Fender(s):................Strokers Dallas
Headlight:.....................Headwinds
Taillight: ....Paul Yaffe
Pegs: ....Performance Machine
Electrics: ....Strokers Dallas
Gas tank: ....Strokers Dallas
Oil tank:......................Pat Kennedy
Oil system:..............TP Engineering
Primary cover: ....Karata
Seat: ....Danny Gray
Sissybar: ....oh yeah!
Height: ....40 inches
Material: ....rolled steel
Mirrors: ....Arlen Ness
Grips: ....Alloy Art

Forks

Type: ....springer
Extension:................12 inches over
Builder: ....Rolling Thunder

Wheels

Front

Type: ....RC Components
Size:....................................21-inch
Rim width:..........................2.5-inch
Tire: ....Avon
Brake: ....RC Components

Rear

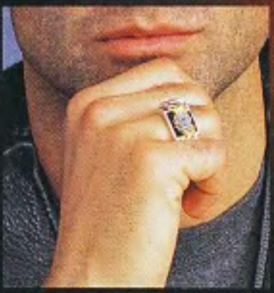
Type: ....RC Components
Size:....................................18-inch
Rim width: 6-inch
Tire: ....Avon
Brake: ....RC Components
Photos:......................Darryl Briggs

For Men Whose Spirits

Can't be Tamed

The ultimate symbol of freedom, strength and raw power... you deserve to wear this striking new man's ring!

Ring shown larger to enhance detail.



HARLEY-DAVIDSON®
BOLD SPIRIT RING

Sculpted of sterling silver selectively coated with 24 karat gold. The famed "Harley-Davidson®" emblem crafted of solid stainless steel and hand-set on a background of rich black onyx.

The timid need not read any further...

You go confidently through life as a leader. You don't have to flaunt your strength and convictions. It's just there. Like the mighty eagle and the majestic wolf, your spirit refuses to be tamed. Here's a ring that is the very definition of the true spirit you possess. At once bold and striking, it is sculpted in amazing detail with the perfect symbols of strength and power. Surrounding the solid stainless steel "Harley-Davidson" emblem in the center of the ring, a powerful wolf's head symbolizing the "leader of the pack," and a majestic eagle's head portraying your free and bold spirit are meticulously sculptured. The famous steel emblem is set against a rich background of black onyx, and the ring itself is crafted in solid sterling silver selectively coated with gleaming 24 karat gold. This handsome work of wearable art will complement your unique personality. So, whenever you feel like looking for a new adventure – you'll be ready!

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The Franklin Mint
Franklin Center, PA 19091-0001

Please mail by August 31, 2003.

Please enter my order for the Harley-Davidson® *Bold Spirit* Ring, fully authorized by Harley-Davidson.

I need SEND NO MONEY NOW. I will be billed in 3 equal monthly installments of $65.* each, with the first payment due prior to shipment.

**Plus my state sales tax and a one-time shipping and handling charge of $5.95 per ring.*

SIGNATURE ____________________
ALL ORDERS ARE SUBJECT TO ACCEPTANCE

MR/MRS/MISS ____________________
PLEASE PRINT CLEARLY

ADDRESS ____________________ APT. # ________

CITY/STATE ____________________ ZIP ________

TELEPHONE # (______) ____________________

PLEASE INDICATE RING SIZE: ________
(Available in men's full and half sizes 8-14.)

Quick Order # 23283-55-001

PERFECT FIT IS GUARANTEED. If the ring does not fit when you receive it, you may return it for replacement.

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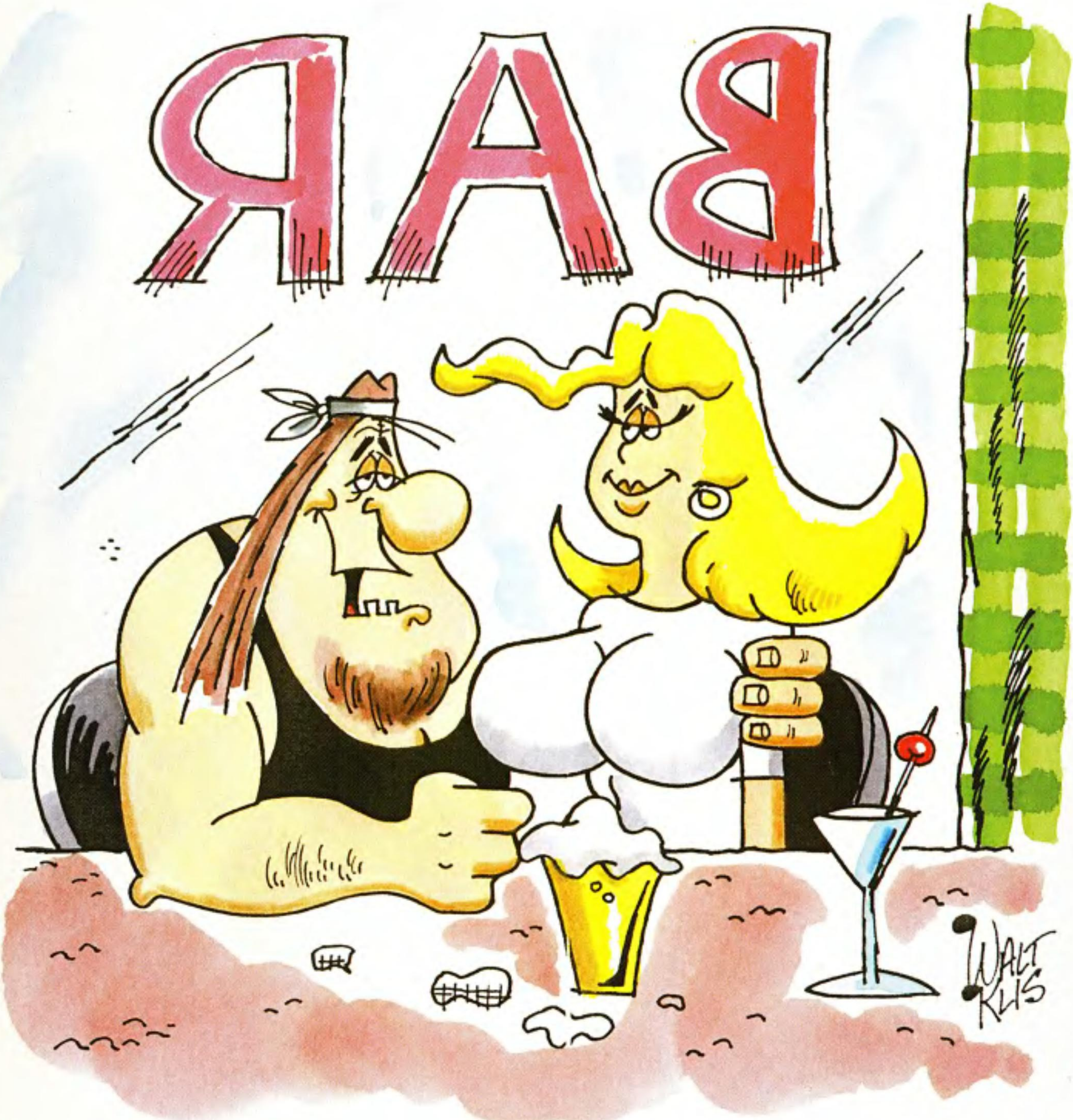
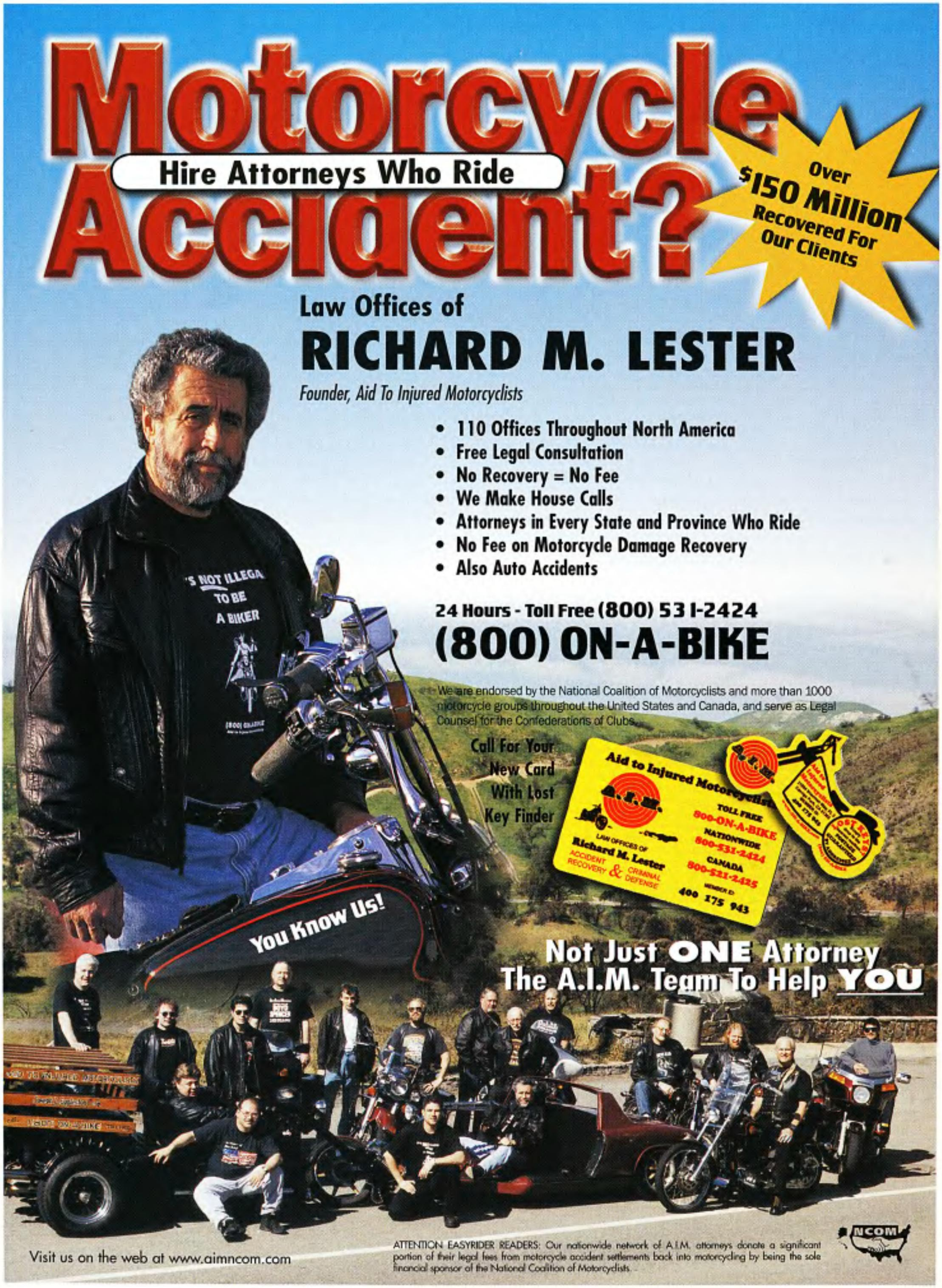
www.franklinmint.com
AOL Keyword: Franklin Mint


BAR
WALT KLIS

"Sure I love ya baby. After all, didn't I name my last three bikes after ya?"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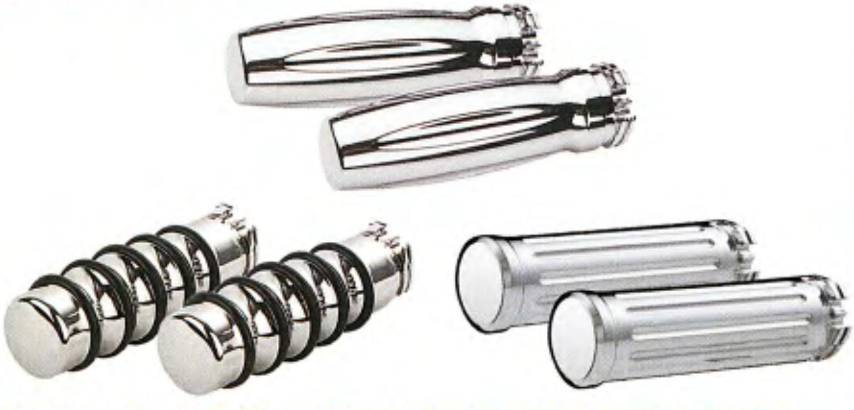
PartsBox



Pro-Grips Come In Many Flavors For The Custom Bike Builder

Pro-One offers several stylish choices to builders looking for a distinctive set of custom grips for their project. These grips are made of billet aluminum. The Grooved O-Ring is fit with five non-slip rubber O-rings, while the Smooth Ball-Milled and the sleek new Millennium model provide more styling options.

All styles are machined from solid billet aluminum for a tight fit on '82 to present models, except those with air reservoir bars. All three styles, Grooved O-Ring, Smooth and Millennium feature a chrome finish. Suggested retail for the Grooved O-Ring and Millennium grips is $99.95 while the Smooth Billet style goes for $89.95.

Pro-Grips are available from Pro-One dealers worldwide or by calling 800-884-4173. Catch Pro-One on the Web at www.pro-one.com.

Signal Mirrors From Heartland USA Address Safety Issues As Well As Cosmetic Ones

The classic lollipop design looks clean with no visible hardware. Each mirror comes with 16 bright amber LEDs to eliminate the need for additional front turn signals. The smooth housing is CNC-machined out of billet aluminum and features a show-chrome finish. The turn signal lens is clear so you don't get to see color until the amber LED is actually on.

With safety in mind, Heartland USA's Signal Mirrors can be wired as running lights and turn signals for more visibility or turn signals only.

Contact Heartland USA 310-822-2697 or go to www.heartlandbiker.com.

Goldammer Smooth-Style Front Ends At A Friendly Price

Goldammer Cycle Works are now offering their new front end to the masses.

Designed to look very much like their ultra-high-end 3-dimentional, 1-piece billet front end, the new front end is actually sold for half the price. These Goldammer front ends feature 5 degrees of built-in rake and are currently available polished in 30-, 32- and 40-inch lengths. Goldammer tells us their front ends will fit most stock and aftermarket frames.

Call Goldammer at 250-764-8002 or visit www.goldammercycle.com.

Nifty Air Horn Induction System Hits The U.S. Market

According to the manufacturer, the internal air and oil breathing passages on this air horn induction system remove the need for additional breather pipes and filters, making this a clean piece to install.

The AR Harley & Sons system fits Evo, Twin Cam and Sportster models as well as many custom applications using CV, S&S and Mikuni carburetors.

AR Harley & Sons offers four different lengths of air horn: 60mm/2.5-inch, 90mm/3.5-inch, 120mm/4.75-inch, 135mm/5.5-inch. Interchangeable horns allow one length for riding and another for show. The air filter is comprised of a fine stainless steel mesh combined with a foam filter element.

The AR Harley & Sons air horn system comes with polished stainless steel hardware, is available in polished and black anodized finish and retail for $290.

Call Sculpture Cycles at 480-833-0998, e-mail: marc@sculpturecycles.com.

Corbin's New Adjustable Fairing For V-Rods

Designed to complement the bold lines of the V-Rod while keeping tabs on aerodynamics, Corbin's new Trimtab adjustable fairing bolts up easily to your stock V-Rod front end and mounts to your triple clamps. The turn signals will be placed outward slightly and the headlight moves forward 2 inches to keep the profile of the fairing in line with the rake of the forks. Besides creating a flowing look, Corbin tells us this gives excellent aerodynamics and good wind protection for the rider, and adjusting the Corbin Trimtab fairing is simple. Corbin's Trimtab adjustable fairing for V-Rod (HD-VR-FAIR) retails for $599.

Call Corbin 800-538-7035 or 800-223-4332 for more information and check out their comprehensive Web site by clicking www.corbin.com.

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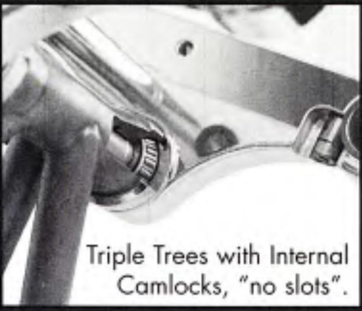
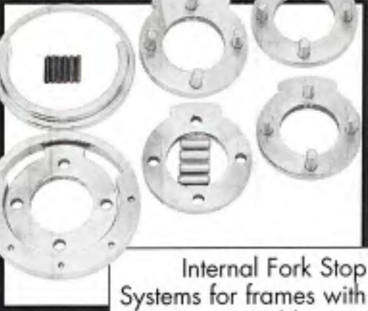
Stainless Steel Fork Cups with Internal Stops


Triple Trees with Internal Camlocks, "no slots".


Internal Fork Stop Systems for frames with non-removable cups

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THE greaser

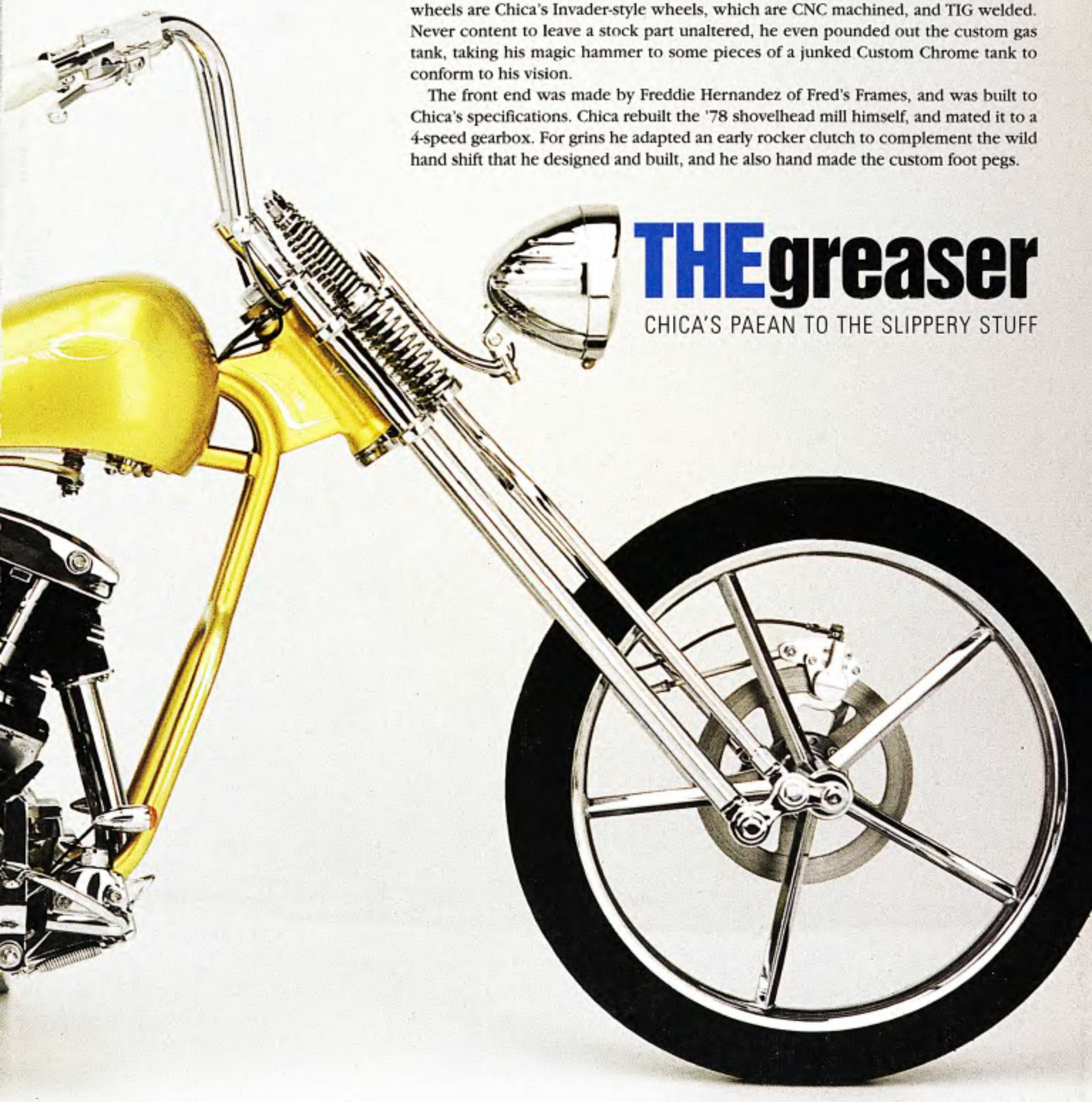
CHICA'S PAEAN TO THE SLIPPERY STUFF

It isn't every day that you get a customer that says "I trust you, do what ever you want," but that's exactly what happened in the case of this clean custom scoot. Not that it was a risky choice, considering that the master builder is none other than Chica, of Chica Custom Cycles, in Huntington Beach, California.

The bike was set up to evoke the feeling that Chica gets while cruising down California's Pacific Coast Highway. The inspiration he had in mind is what he calls an "Easy Rider" bike, the quintessential chopper, as translated though the eyes of its quirky maker. A hallmark of Chica's bikes is the fit of the bike to the customer, and when the owner sits on this bike everything from the pegs to the handlebars falls right into place with his body.

Chica Custom Cycles built nearly every piece on the bike, starting with the unique one-off frame. Check out all the bends on that baby. Chica also built the ribbed rear fender and its brace, the wild, but comfortable handlebars, and the wicked pipes. The wheels are Chica's Invader-style wheels, which are CNC machined, and TIG welded. Never content to leave a stock part unaltered, he even pounded out the custom gas tank, taking his magic hammer to some pieces of a junked Custom Chrome tank to conform to his vision.

The front end was made by Freddie Hernandez of Fred's Frames, and was built to Chica's specifications. Chica rebuilt the '78 shovelhead mill himself, and mated it to a 4-speed gearbox. For grins he adapted an early rocker clutch to complement the wild hand shift that he designed and built, and he also hand made the custom foot pegs.

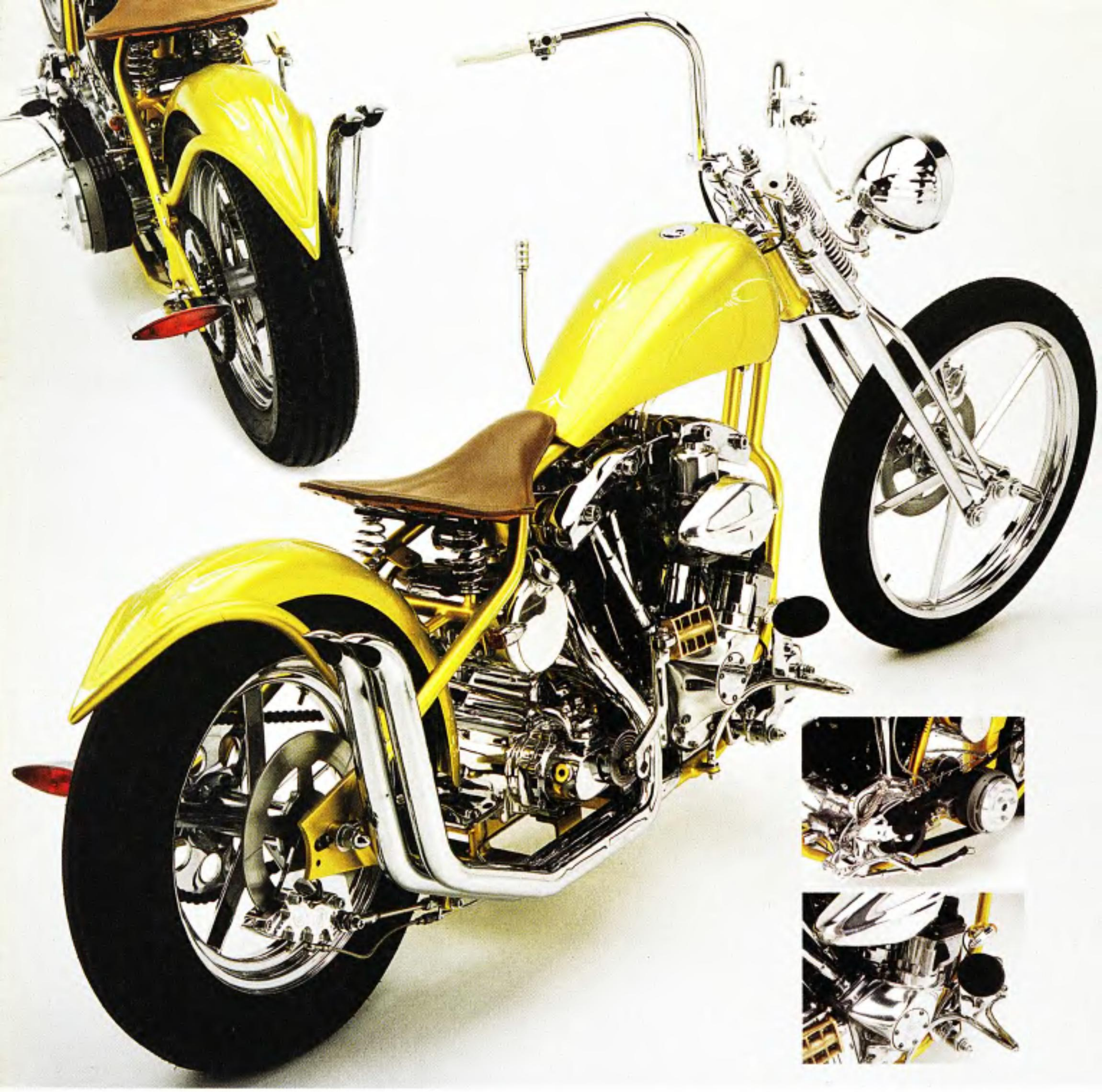


The few parts that did come off the shelf are the Performance Machine brakes and controls, and a couple of Custom Chrome essentials, like the headlight and oil tank. The seat is a replica of the Harley KR seat. The goodies include an SU carb and the air cleaner from their friends at Goodson up in the mile-high city of Denver.

The devil in a Chica custom bike is in the attention to fine detail. From the built-in twist throttle, to the vintage high-low switch on the bars, to countless other details on the bike, it's fiendishly clean.

Chica is now designing a line of parts for the Custom Chrome Catalog, including frames, and their "Flying V Bars." They also make wheels, gas tanks, front ends, and a few other odds and ends. But their bread and butter is building these one-off custom bikes. There seems to be no end to the imagination of this young builder. Each bike we feature of his is more innovative than the last.

—Kit Maira



Owner: ....Vegas Motorcycle
City: ....Chiba, Japan

General

Fabrication:....Chica Custom Cycle
Year/make: ....1978 Special Construction
Model: ....shovelhead
Assembly: ......Chica Custom Cycle
Time:................................4 months
Chroming: ....South Bay

Engine

Year:...1978
Builder: ....Chica Custom Cycle
Displacement:........74 cubic inches
Cam:..............................Andrews B
Carb: ......SU, Goodson air cleaner
Ignition: ....magneto
Pipes: ....Chica Custom Cycle

Transmission

Make:...H-D
Year:...1978
Shifting: ....hand
Special Features: ....2-inch open belt drive

Painting

Painter:............................Rick Caro
Color: ....lime gold green
Type: ....House of Kolor
Special paint: ....pin striping Bob Iverson

Frame

Maker:............Chica Custom Cycle
Type: ....rigid
Rake: ....38 inches
Stretch:.........................2 1/2 inches
Other alterations: ......all handmade

Accessories

Handlebars: ..Chica Custom Cycle
Risers: ....built in
Handlebar controls:....Performance Machine, twist grip throttle
Fender: ....Chica Custom Cycle
Headlight: ....Custom Chrome "Scalloped"
Taillight: ....Custom Chrome "Snake Eye"
Speedo:................Custom Chrome mini-speedo
Pegs:..............Chica Custom Cycle
Foot controls: ....H-D rocker clutch
Gas tank: ......Chica Custom Cycle
Oil tank:......Custom Chrome round polished aluminum
Oil system: ....H-D
Seat:..............................KR Replica

Front end

Type: ....4-inch over springer
Builder: Freddie Hernandez, Fred's

Frames

Special Features: ..all chrome-moly

Wheels

Size: ......21-inch front/16-inch rear
Hub: 1-piece
Wheel:............Chica Custom Cycle Invader
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....John Wycoff

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Happenings

ALABAMA
Bike-O-Rama 8
Date: Aug. 16-17
Place: Live Oak Landing, near Stockton
Info: 251-937-9542
www.bikeorama.org

ALASKA
Anniversary Party
Date: Aug. 2
Place: King Mt, Lodge
Info: 907-745-4280

Lake Louise Overnighter
Date: Aug. 2
Place: Fairbanks HOG
Info: HOG 907-490-0375

Last Frontier Poker Run
Date: Aug. 3
Place: Last Frontier Restaurant
Info: 907-522-1017

Trail Lake Lunch Run
Date: Aug. 9
Place: Moose Pass, 100 miles from Anchorage
Info: HOG 907-566-0999
www.hogalaska.com

GWRRA Fairbanks Ride
Date: Aug. 9-10
Place: Tesoro, Palmer
Info: 907-745-0849

Rika's Road House Sun Run
Date: Aug. 10
Place: Outpost
Info: HOG 907-490-0375

Hicks Creek Run
Date: Aug. 23-25
Place: CMA, Totem Theater
Info: 907-333-9685

ABATE Labor Day Run
Date: Aug. 29 - Sep. 1
Place: Soldotna
Info: 907-283-2655

Grand Circle Loop Tour
Date: Aug. 30-Sep. 1
Place: Anchorage to Fairbanks
Info: HOG 907-566-0999

CALIFORNIA
Blessing of the Bikes
Date: Aug. 17
Place: Simi Valley
Info: 805-306-0042

ABATE Local 13/VNVMC Toys N Tots/Goodies 4 Grunts
Date: Aug 24
Place:Ventura
Info: 805-478-2986

Mid State Rally
Date: Aug. 29-Sep. 1
Place: Paso Robles
Info: 805-547-9526
www.midstaterally.com

COLORADO
Salute to American Vets
Date: Aug. 14-17
Place: Cripple Creek
Info: 719-487-8005;
www.pro-promotions.com

Poker Run & Bowling Tournament
Date: Aug. 23
Place: ABATE 11
Info: 719-395-0360

4 Corners Rally in Rockies
Date: Aug. 28-Sep. 1
Place: Ignacio
Info: www.rallyintherockies.com

DELAWARE
MAV Pasta Putt
Date: Aug. 2
Place: Wilmington
Info: 302-378-3701
mavhome.freeyellow.com

Sweaty Balls Run
Date: Aug. 10
Place: 4 Seasons
Info: www.abateofde.com

Ronald McDonald Run 4 The Kids
Date: Aug. 17
Place: Statewide
Info: www.abateofde.com

FLORIDA
National Bikers Roundup
Date: Jul. 28-Aug. 3
Place: College Park
Info: 770-907-8909
www.nationalbikersroundup.com

Annual Back Woods Bash
Date: Aug. 8-10
Place: Panhandle ABATE
Info: 850-548-5187

GEORGIA
Beat the Heat Poker Run
Date: Aug. 3
Place: ABATE District 8
Info: 706-592-1015

Freedom of Choice Ride
Date: Aug. 24
Place: ABATE of Georgia
Info: 404-294-8900

IDAHO
Ridin' The Rockies
Date: Aug 8-10
Place: Post Falls
Info: 208-765-6183
www.ridintherockies.com

Run to Blues Cruize
Date: Aug. 16
Place: Post Falls
Info: 208-457-1150

POW-MIA Awareness Rally
Date: Aug. 21-24
Place: American Falls
Info: 208-233-1616
www.powmiarodeo.org

The Roar In Core
Date: Aug. 29-Sep. 1
Place: Couer D'Alene
Info: 206 -264-5439
www.theroarincore.com

ILLINOIS
Ride for the Children
Date: Aug. 17
Place: Chicago
Info: www.handcar.com

Heritage Trail ABATE Annual Field Events
Date: Aug. 30-Sep. 2
Place: The Hill near Livingston
Info: 217-385-2239
www.heritagetrailabate.homestead.com

INDIANA
Walneck's Motorcycle Swap Meet & Show
Date: Aug. 10
Place: Indianapolis
Info: 630-985-2097

MDA Ride
Date: Aug. 17
Place: ABATE Region 8
Info: 812-459-5483
www.abateofindiana.org

MDA Ride
Date: Aug. 23
Place: ABATE Region 4
Info: abateofindiana.org

IOWA
Thunder in the Sand
Date: Aug. 30-Sep. 1
Place: Conesville
Info: 515-299-4636
www.circleofpridemc.com

KANSAS
AHDRA Mid-West Nationals
Date: Aug. 15-17
Place: Topeka
Info: 336- 924-2095
www.ahdra.com

Wheatland Jam
Date: Jul. 27-28
Place: Winfield
Info: 316-267-6677

MAINE
Exiles MC Beef BBQ
Date: Aug. 2
Place: Dedham
Info: 207-945-2983

Int'l Festival Bike Show
Date: Aug. 3
Place: Calais
Info: 207-454-8116

UBM Bike Show and Rodeo
Date: Aug. 9
Place: Milo
Info: 207-695-2457

IHMC Surf and Turf
Date: Aug. 9
Place: Sangerville
Info: 207-683-2354

Mud Racing
Date: Aug. 10
Place: Oakland Mtr Sports
Info: 207-465-8250

UBM Poker Run
Date: Aug. 10
Place: Skowhegan
Info: 207-696-5793

Statewide Event
Date: Aug. 15-17
Place: North New Portland
Info: UBM 888-229-9826

UBM Scenic Mystery Ride
Date: Aug. 24
Place: Androscoggin County, Lewiston
Info: 207-783-7202

UBM Mt. Washington Ride
Date: Aug. 24
Place: York County, Sanford
Info: 207-676-9378

Camp Sunshine Ride
Date: Aug. 24
Place: Wiscasset
Info: 207-633-6720

Dog Pound Run
Date: Aug. 30
Place: Franklin County, Jay
Info: 207-562-9017

Owls Head Museum Antique MotorCycle Rally
Date: Aug. 31
Place: Know County
Info: 207-594-4582

MARYLAND
ABATE Rodeo
Date: Aug 2
Place: Woodsboro VFD, Frederick County
Info: abate-of-maryland.org

Sportsmen's Bash/MDA Poker Run
Date: Aug. 8-10
Place: Cumberland
Info: 301-729-9288

Rawlings Dirt Drags
Date: Aug. 9
Place: Rawlings
Info: 301-729-3532;
301-729-6131 racetrack
www.geocities.com/rawlingsdirtdrag

Evening Poker Run
Date: Aug. 17
Place: St. Mary's County
Info: 301-884-0267
www.abate-of-maryland.org

ABATE Picnic
Date: Aug. 24
Place: Carroll County
Info: 410-876-2778
www.abate-of-maryland.org

Nat'l Fallen Bikers Memorial Run
Date: Aug. 24
Place: Mechanicsville
Info: 301-893-2900

State Championship
Date: Aug. 29-Sep. 1
Place: Rawlings
Info: 301-729-3532; 301-729-6131 racetrack
www.geocities.com/rawlingsdirtdrag

MASSACHUSETTS
Annual Jon Currie Memorial Run
Date: Aug. 10
Place: Pub Rendezvous, Sterling
Info: 888-808-2002;
www.joncurrie.net

MSPCA Rock Run Benefit
Date: Aug. 17
Place: Methuen to Topsfield Arena
Info: 978-687-7453
www.nevinsfarm.org

MICHIGAN
Annual Summer Run
Date: Aug. 2
Place: Homestead Bar, Muskegon
Info: 231-689-0774

Ride for the Homeless
Date: Aug. 2
Place: Call
Info: 989-354-5621

Annual Ride for the Team
Date: Aug. 3
Place: Pontiac to Detroit
Info: 313-983-6600
www.ilitchholdings.com

Easyriders M/C Rodeo
Date: Aug. 15-17
Place: Fowlerville Fairgrounds
Info: 800-962-9857
www.easyridersevents.com

Ride4Kids
Date: Aug. 24
Place: Ann Arbor
Info: 800-253-6530
www.ride4kids.org

MINNESOTA
Ride for Kids
Date: Jul. 27
Place: White Bear Lake
Info: 800-253-6530
www.ride4kids.org

MS River Road Run
Date: Aug. 16-17
Place: State Capitol, St Paul
Info: 612-335-7900
www.msriverroadrun.com

Hodag Motorcycle Rally
Date: Aug. 22-24
Place: Rhinelander
Info: 800-488-7420
hodag-motorcycle-rally.com

Annual Ride For Shrine
Date: Aug. 24
Place: Winona H-D
Info: 507-457-9411

Annual ABATE State Rally
Date: Aug. 29-Sep. 1
Place: Regal
Info: 763-682-3650

MISSISSIPPI
ABATE SE Chapter Rodeo
Date: Aug. 2
Place: Hattiesburg
Info: 601-765-1456

M/C Safety & Awareness Memorial Bike Show
Date: Aug. 16
Place: Natchez
Info: 601-567-0086

Sturgis (MS) M/C Rally
Date: Aug. 22-24
Place: Sturgis
www.sturgismsrally.com

MISSOURI
Motorcycle Swap Meet
Date: Aug. 24
Place: Twin Drive-In Theater, Independence
Info: 816-228-5811

World Motorcycle Drill Team Championships
Date: Aug. 29
Info: 800-843-9460 2003 motorcyclejubilee.com

MONTANA
Ridin' the Rockies.
Date: Aug. 8-10
Place: Three Forks
Info: 208-765-6183
www.ridintherockies.com

NEW HAMPSHIRE
Annual North East Women's M/C Rally
Date: Aug. 16
Place: Concord
Info: 603-783-9572

Tri-City Motorcycle Weekend and Races.
Date: Aug. 22-24
Place: Rochester Fairgrounds
Info: 603-969-6205
loadeddiceevents.com

NEW JERSEY
Annual Elks Miracle Run
Date: Jul. 27
Place: Elks Lodge
Info: 201-991-9170

NEW MEXICO
Hawgust Hawgfest
Date: Aug. 14-17
Place: Carlsbad
Info: 505-885-0458
www.firehousenm.com

NEW YORK
Bikers for Babies Party
Date: Aug. 1
Place: O'Brien's Motorcycles, Weedsport
Info: 315-689-1896

Ride4Kids
Date: Aug. 3
Place: Hudson Valley
Info: 800-253-6530
www.ride4kids.org

Poags Hole Professional M/C Hillclimb
Date: Aug. 17
Place: Dansville
Info: 716-335-9260;
www.poagshole.com

Endless Summer Run
Date: Aug. 17
Place: The Wreck Room, Walden
Info: 845-778-2039

Renegade Pigs MC End of Summer Biker Bash
Date: Aug. 31
Place: Lake Loch Sheldrake
Info: www.renegade-pigsmc.com

NORTH CAROLINA
Tiny Abney Memorial Ride
Date: Aug. 9
Place: Food Lion parking lot, Randleman
Info: 336-885-5400

Night Poker Run
Date: Aug. 16
Place: Greenville ABATE
Info: 864-244-7899

Ride4Kids
Date: Aug. 24
Place: Asheville
Info: 800-253-6530
www.ride4kids.org

Annual Outer Banks Bike Show & Party
Date: Aug. 30-Sep. 1
Place: Grandy
Info: 866-453-2261

OHIO
Buckeye Bash
Date: Aug. 8-10
Place: Becks Campground, Wooster
Info: 800-25ABATE
www.abatecmro.org

Annual Centurion Run
Date: Aug. 10
Place: Tadmor Shrine, Akron
Info: 330-655-2525
www.geocities.com/centurionrun

Walneck's Motorcycle Swap Meet & Show
Date: Aug. 24
Place: Springfield
Info: 630-985-2097

Easyriders Motorcycle Rodeo Grand Nationals
Date: Aug. 28-Sep. 1
Place: Ross County Fairgrounds, Chillicothe
Info: 800-962-9857
easyridersevents.com

OKLAHOMA
Thunder in the Wichitas
Date: Aug. 15-17
Place: Lawton
Info: 580-477-2282

Oklahoma Freedom Rally
Date: Aug. 22-24
Place: OKC Fairgrounds
Info: 405-789-4325;
www.okrally.com

State HOG Rally
Date: Aug. 25-27
Place: Lawton
Info: 877-501-1464
www.okstatehogrally.com

OREGON

Beaver Creek
Date: Aug. 8-10
Place: Lincoln County ABATE, Newport
Info: 541-265-6850

State HOG Rally
Date: Aug. 13-16
Place: Medford to Portland
Info: 877-RALLY-OR;
www.orstatehogrally.com

ABATE Summer Run
Date: Aug. 15-17
Place: Estacada
Info: 503-282-4604

SOS Run
Date: Aug. 23-24
Place: Wolf Creek
www.abateoforegon.org

Poker Run
Date: Aug. 30
Place: ABATE NE Portland
Info: 503-282-5132

PENNSYLVANIA

Lehighton Bike Night
Date: Aug. 9
Place: Lehighton
Info: 610-377-2191

VNVMC Campout/Party
Date: Aug. 15-17
Place: Reed's Gap
Info: 610-461-4513
www.vnvmc-phl.com

Rally For Hope
Date: Aug. 16
Place: Nescopeck Township Fire Hall
Info: 570-759-2466
www.rallyforhope.com

SOUTH DAKOTA

Custer Cruisin' Classic
Date: Aug. 2-9
Place: Custer
Info: 800-826-2411
www.bigbikeparts.com

Sturgis Motorcycle Rally
Date: Aug. 3-10
Place: Sturgis
Info: www.sturgismotorcyclerally.com
www.jackpine-gypsies.com

Biker Magazine-Penthouse Party and Bike Show
Date: Aug. 7
Place: Pyramid Beer Garden, Sturgis
Info: 812-988-2116

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AHDRA Nationals
Date: Aug. 7-10
Place: Bristol
Info: 336- 924-2095
www.ahdra.com

Women Riders Weekend
Date: Aug. 15-17
Place: Gatlinburg
www.ladiesinthewind.org

TEXAS

Texas Style Party Drags
Date: Aug. 29-Sep. 1
Place: Temple
Info: 254-687-9066
www.texasscooter.com

UTAH

No Snivelers Ride
Date: Aug. 2-3
Place: Davis ABATE
Info: www.abateofutah.org

Jack Daniels Run to Sturgis
Date: Aug. 2
Place: H-D of SLC
Info: 801-265-9889

Lagoon Day
Date: Aug. 10
Place: Call
Info: 801-627-3394
www.abateofutah.org

Hart Memorial Ride
Date: Aug. 23-24
Place: Weber ABATE
Info: www.abateofutah.org

Pig Roast and BBQ
Date: Aug. 24
Place: Copperton
Info: 801-352-9571

ABATE Little Bear Run
Date: Aug. 29-Sep. 1
Place: Huntington Canyon
Info: www.abateofutah.org

UMF Blue Moon Ride
Date: Aug. 30-Sep. 1
Place: to Lava Hot Springs
Info: 801-266-0546

WASHINGTON

State HOG Rally
Date: Aug. 13-16
Place: Yakima
Info: 509-697-7782
www.wastatehogrally.com

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Info: 218-287-5326

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www.harley-Davidson.com

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www.hulettrally.com

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Info: 800-600-8969

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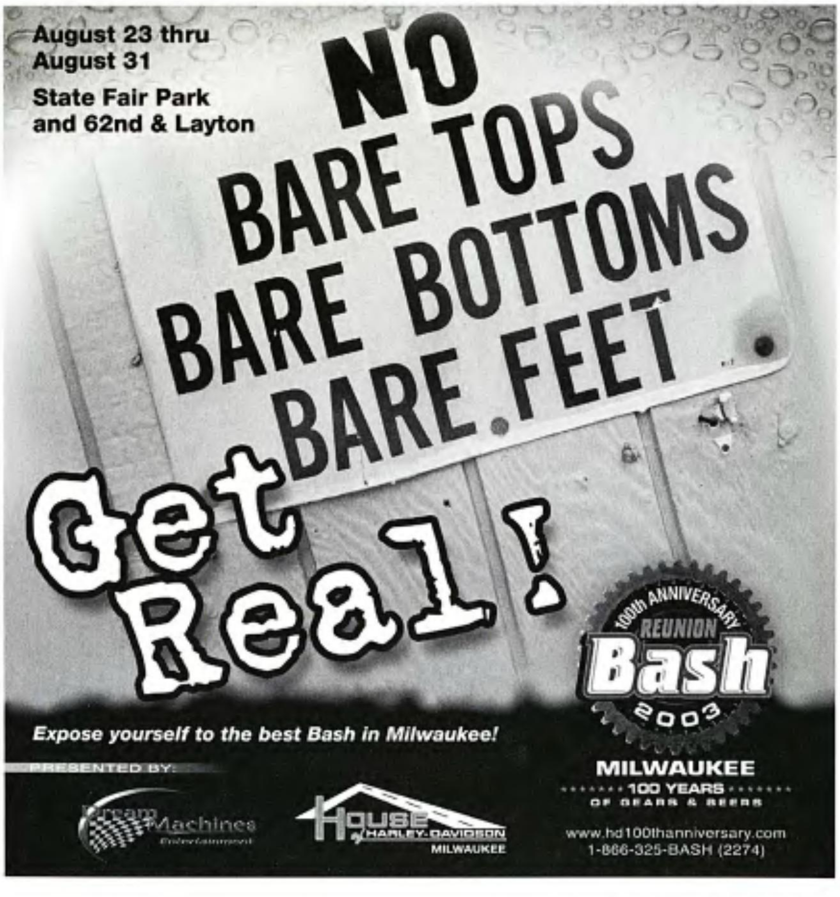
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Industry News

Big Dog Bites Off Another Big Hunk Of The Market For 8th Straight Year!

Big Dog Motorcycles has once again posted record financial growth for the year, making 2002 the eighth consecutive year the company has topped the previous year in sales and bikes shipped, according to a recent company news release.

Big Dog Motorcycles' unit production increased 44% in 2002 from 2001, accounting for a 39% increase in sales for the fiscal year ending December 31, 2002. Sales for the year 2002 exceeded $42 million, the company said.

"We've experienced incredible demand for our motorcycles," stated Nick Messer, president of Bog Dog Motorcycles. "Feedback from customers riding them and dealers selling them has been very strong. Looking at our entire line—we've worked hard to design and manufacture what the market demands." The Wichita, Kansas-based bike-maker designs and manufactures high-performance heavyweight cruisers.

Peter Anton, chief financial officer, pointed out that Big Dog "delivered solid financial results once again this year, even through a not-so-solid economy."

Big Dog says it has increased its monthly average of bikes built from 175 last year to over 300 now. The fall of 2003 will see the company expanding its operation with the addition of 40,000 square feet of manufacturing and inventory space. They currently employ 250 workers.

Looking ahead, Messer said he expects to see continued success: "Our new Chopper promises to add even more sales growth." The Chopper model is the latest addition to the Bid Dog lineup.

For more information their entire line of bikes contact Big Dog Motorcycles at 316-267-9121 or visit www.bigdogmotorcycles.com.

—Nomad

Chopper Art

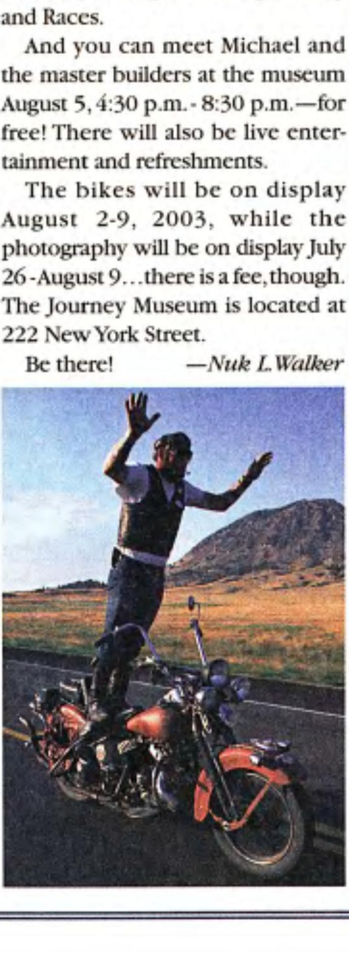
Famous Photos, Beautiful Bikes In Rapid City Journey Museum, Plus Choppers and Bobbers New Book

Easyriders photo-artist Michael Lichter will be displaying his limited-edition biker flicks along side the eye-poppin' iron art of bike builders Chica, Lou Falcigno, Billy Lane, Indian Larry, Joe Martin, Mondo, Sugar Bear, Paul Yaffe, Hank Young, and others at the Journey Museum in Rapid City, South Dakota, during the Sturgis Rally and Races.

And you can meet Michael and the master builders at the museum August 5, 4:30 p.m. - 8:30 p.m.—for free! There will also be live entertainment and refreshments.

The bikes will be on display August 2-9, 2003, while the photography will be on display July 26 - August 9…there is a fee, though. The Journey Museum is located at 222 New York Street.

Be there! *—Nuk L. Walker*



One of the most factual and fascinating books on the world of choppers was recently released in hardback by MBI Publishing Company. In *Choppers*, author Mike Seate, a newspaper columnist and motorcycle journalist for *Iron Works* magazine, follows the life and times of choppers and bobbers from their dawning days in '47 to the billion-dollar, worldwide industry they've fired up today.

The foreword by *Easyriders'* Editor-in-Chief Dave Nichols paves the way into *Choppers* with an account of a certain infamous event that sparked the chopper's bad-boy image. Look for *Choppers* in bookstores or at www.motorbooks.com. It's also available through Whitehorse Press at 800-531-1133 or visitwww.WhitehorsePress.com.

—Nomad

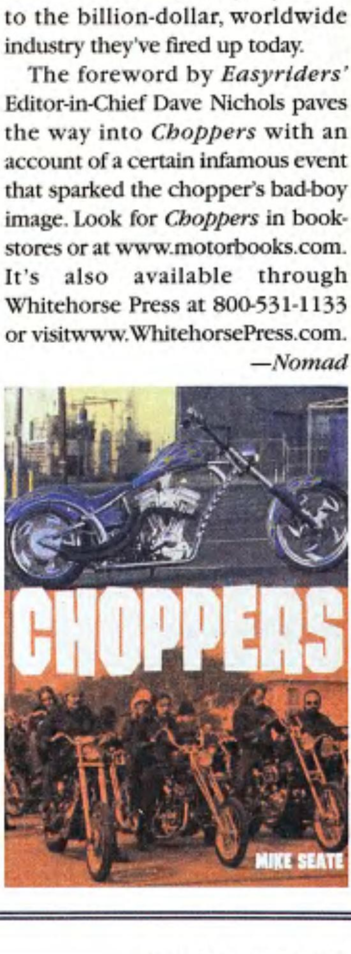


Photo at left: Michael Lichter

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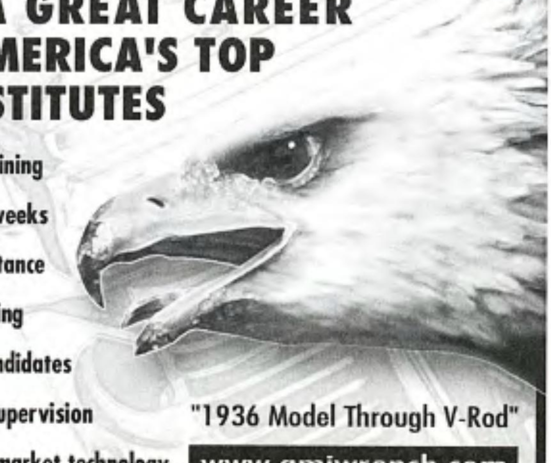

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Biker News

HOUSE INTRODUCES COMPANION BILL TO ABOLISH HEALTH INSURANCE DISCRIMINATION: Legislation has been introduced in the U.S. House of Representatives as a companion measure to S423, which will end health insurance discrimination by prohibiting insurance carriers from refusing to provide benefits to those injured while motorcycling or participating in other so-called "risky" activities.

HR1749, the "Health Care Parity for Legal Transportation and Recreational Activities Act of 2003," is sponsored by Representatives Scott McInnis, (R-CO) and Ted Strictland (D-OH) and was introduced with 51 original co-sponsors from both sides of the aisle.

The language of HR1749 is identical to that contained in S423, which was introduced in the U.S. Senate on February 14 by Senators Susan Collins (R-ME) and Russ Feingold (D-WI), and states in part that "a plan or issuer may not deny benefits otherwise provided for the treatment of any injury solely because such injury resulted from participation of the participant or beneficiary in an activity such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing or other similar legal activity."

Both bills aim to promote health-care parity for participants in legal transportation and recreational activities, and address a loophole created when the Department of Health and Human Services ruled that employers cannot deny health care coverage to motorcyclists and participants in other risky activities, yet insurers can deny benefits to insureds who are injured while participating in those activities.

CHARLESTON ORDINANCE BANS "REVVING": Just days before the Heritage Motorcycle Rally, attracting thousands of bikers to South Carolina's Lowcountry;The Charleston City Council passed an anti-revving ordinance that riders view as a rude welcome.

The ordinance, which bans loud revving, amends Chapter 21 of the Code of the City of Charleston by amending Section 21-16 to prohibit persons from "engaging in clamorous singing, yelling, shouting, whooping, bellowing, hollering, or other loud, obstreperous, wanton and unnecessary noises, or from riding, driving, propelling, or otherwise operating any motorized vehicle, including but not limited to cars, trucks, vans and motorcycles, in a manner which emits unnecessary and loud noise or long continued noise, either in the day time or at night which disturbs the peace and quiet of the City, whether in the public street or within enclosures, public or private, and further amending Section 21-16 to provide that operating a motorized vehicle by rapid throttle advancing (revving) of an internal combustion engine resulting in increased noise from the engine is prohibited."

Dave Harvey, an organizer of the event, said the action was overkill to placate residents of the city's historic downtown district. "It is a direct attack on the motorcycle rally," Harvey said. According to Harvey, the ordinance could be used to hassle bikers, adding that it is difficult to operate a motorcycle without some degree of revving.

Harvey estimates between 25,000 and 50,000 bikers will attend the rally, scheduled for April 16-20 in the small town of Ladson outside Charleston. Similar rallies up the coast in Myrtle Beach draw as many 300,000 people.

Charleston Police's Major Herbert Whetsell said the ordinance is an improvement from the existing law because it more thoroughly spells out what is prohibited. Police aren't looking to hassle bikers, he said. The law will be used only when someone revs his engine up high or jets away quickly and loudly, he said.

Mayor Joseph P. Riley Jr. and others said the city wants bikers to come, and that the ordinance is intended only to help provide a quiet atmosphere for residents and visitors.

Other officials said they are not trying to be unwelcoming. Councilman Henry Fishburne urged the bikers to come and visit—quietly. "Here's your chance to show how well you can behave," he added.

"Watch out Charleston," says James "Gunny" Gregory, former chairman of the board for ABATE of California who now resides in South Carolina. "It is now against the law to sing at the sunrise Easter services when outside, to cheer the Riverdogs, or shout to a friend on the street. Mayor Joe knows best."

OREGON HELMET REPEAL BILL INCHES FORWARD: "The inch worm made a good move and the Helmet Bill received a work session this morning," reports BikePAC of Oregon. A nice step for bikers was completed with the Helmet Bill receiving the required four votes of the seven committee members and was moved from the committee for a vote on the floor with a DO PASS recommendation.

Later, the Committee Administrator said the Lane Splitting bill was still on the short list to receive a work session, but had not been scheduled and she did not know when and if it would get a hearing.

—Bill Bish
NCOM

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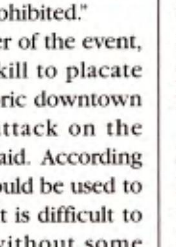

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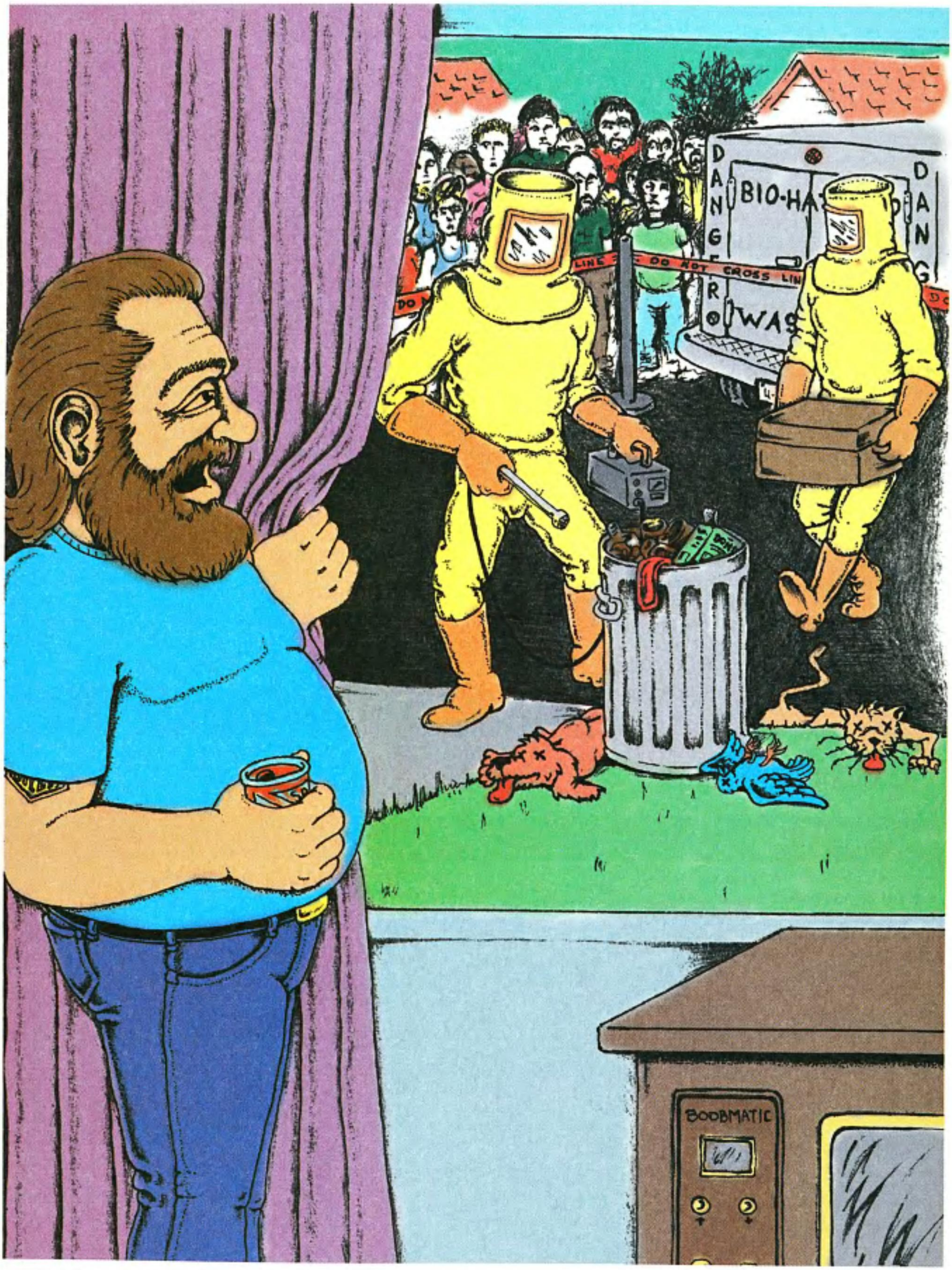
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Industry News

Willie G. Gets Promotion

Harley-Davidson Motor Co. recently announced Willie G. Davidson has been promoted to senior vice president and chief styling officer. In a related move the company also announced Louie Netz has been promoted to vice president-director of styling and will serve on the Motor Company's Create Demand Circle and Functional Leadership Group.

"Willie G.'s promotion recognizes his one-of-a-kind styling genius, the enduring importance of his design sense, and his leadership in creating and preserving the distinctive look of Harley-Davidson motorcycles," said Jeff Bleustein, chairman and chief executive officer.

"For nearly 30 years, Louie Netz has worked beside me to create the great motorcycles that we are all celebrating this year," Davidson said. "I have no plans of leaving this special company, but it's time for Louie to be recognized for his contributions and to become a part of the senior decision-making group that will ensure our legacy."

"The design philosophies and signatures that Willie has put into place will continue to be carried out by this staff, which we view as the greatest motorcycle design team in the world, and those guiding philosophies will take us into the future," Netz added.

Davidson has been with the Motor Company for more than 40 years and was vice president of styling. Netz was most recently director of styling. *—Dawg*

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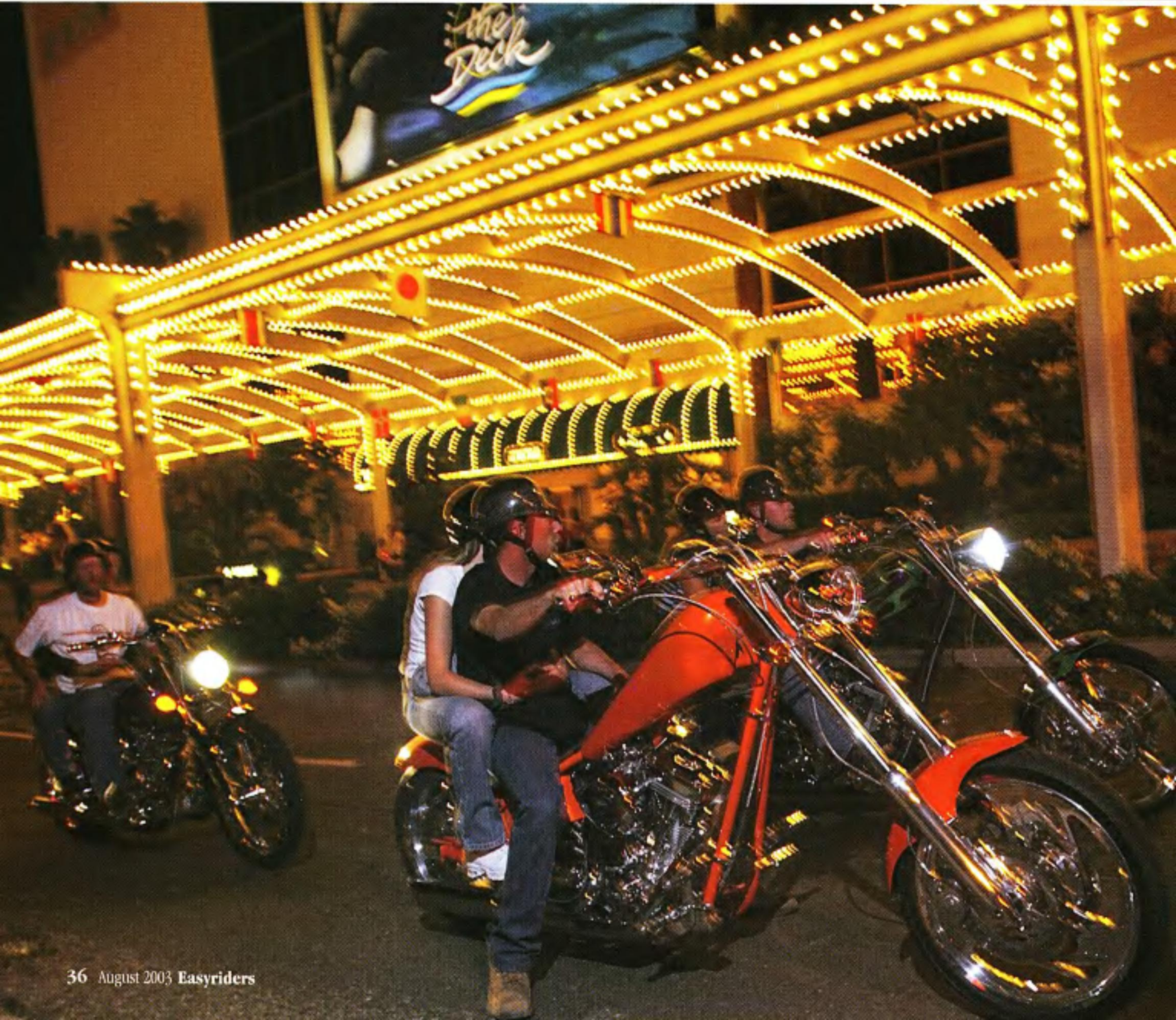
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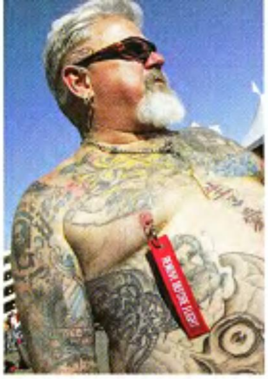
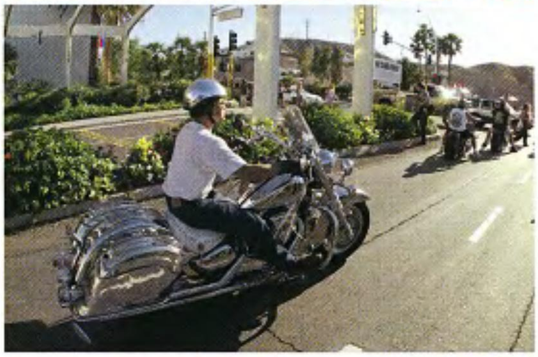
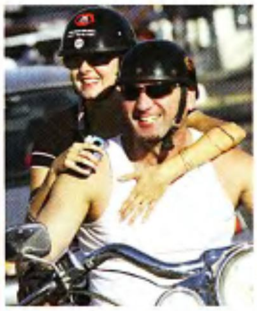


Sure, there was plenty of anticipation building up around this year's Laughlin River Run. Would we need to bring bulletproof vests with us to the little gambling town on the first anniversary of the big shootout at Harrah's? Our take on Laughlin, Nevada, was that in all the U.S. of A., this particular town was probably the SAFEST you could find. I mean, the security deployed to keep Laughlin law-abiding this year was right up there with airport security in Washington D.C., or at the Pentagon. There was probably one cop for every two bikers present. So, if you wanted to find the one safest bike run in the nation to putt to, it was Laughlin's 21st running.

As always, bikers west of the great Mississippi call Laughlin home for the first run of spring. Laughlin is known as the run that's the season opener for western bikers—and it all started with a gathering





ONE YEAR LATER

LAUGHLIN RIVER RUN

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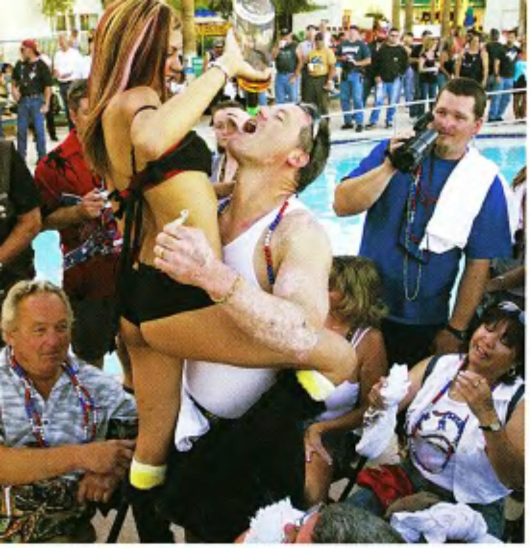
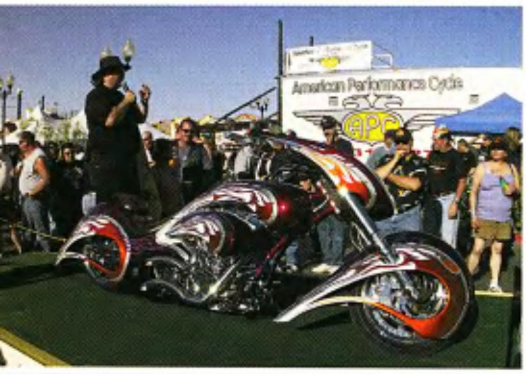




of about 500 riders, growing to last year's 80,000. For the 21st River Run attendance was down…big time. Our guesstimate is that about 35,000 riders came to gamble, lose their money and get hassled by the man.

The *Easyriders* crew rode out of Agoura Hills, California, around daybreak on Wednesday, April 23rd. Cool morning air kept our motors at a good temp and we made fine time cuttin' through the hills leading to the Mojave Desert. After fillin' our bellies, strippin' off our leathers and toppin' off the tanks, the rest of the ride through the desert went as fine as frog's hair.

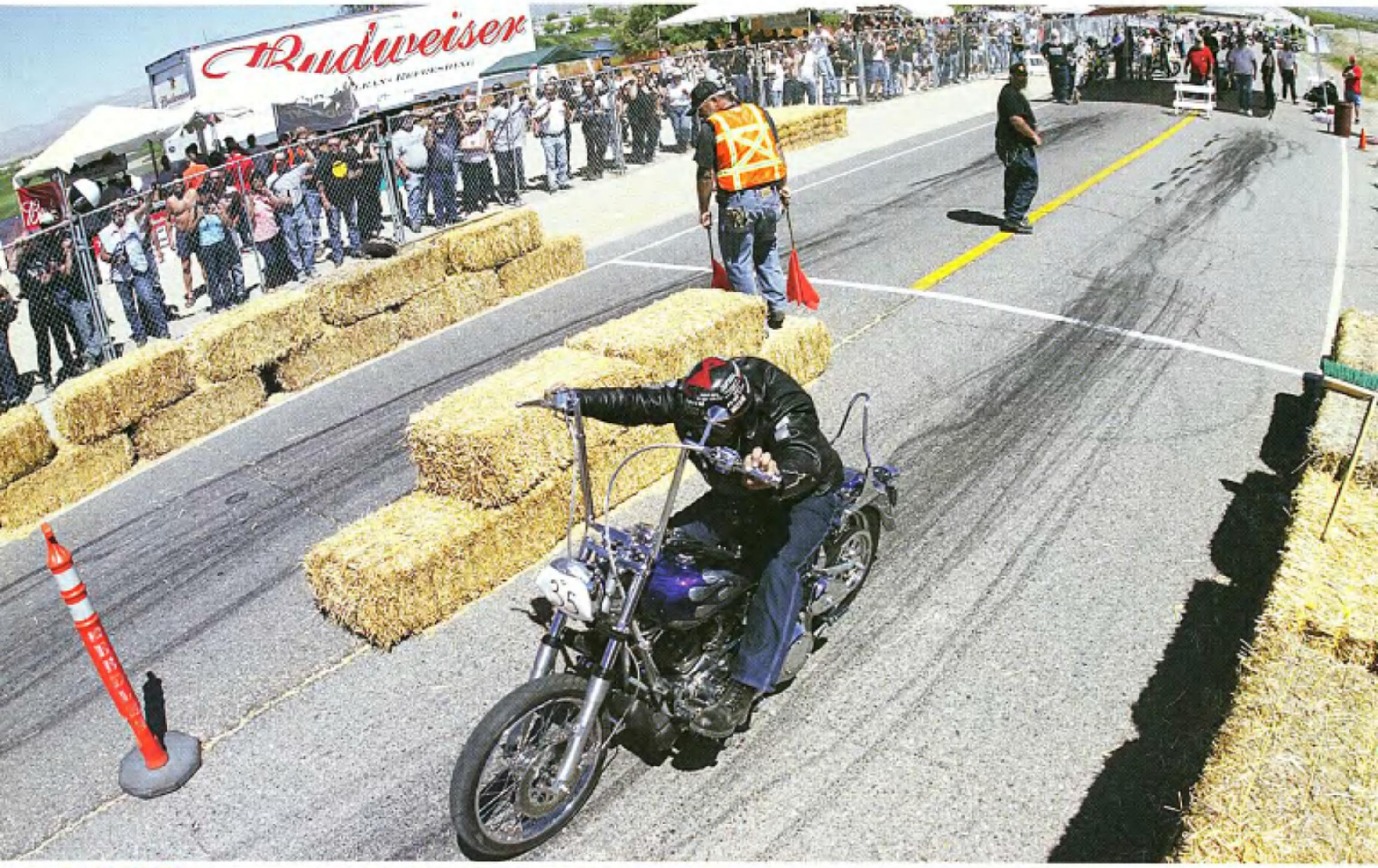
Vendors made their way to the strip of casinos that line the Colorado River in Laughlin, making for quite a sight in what's generally a quiet version of Vegas. There was every bike company, aftermarket part maker and distributor imaginable at the run, set up in the vast parking lots along casino row. It was fun to check out all the new parts and products as well as the usual mixture of biker flea market goods such as stuffed iguanas, bandanas, T-shirts, cheap silver rings and all the other stuff that miraculously appears at a biker shindig. We really liked the manufactured choppers over at Hellbound Steel (look for a test ride of one of their bikes, coming soon here in *Easyriders*), Big Bear Choppers and the new bike kits Custom Chrome is coming out with. Pro One had some wild new wheels that were turning heads and S&S Cycle had their killer 145 Tribute bikes on display.

Most of the year the casino patrons are retired folks and the horde of bikers descending on the quiet town made more than one silver-haired Winnebago owner turn with a look of surprise. As the riverfront party got into full swing on Friday, temps rose to near 90 degrees and biker ladies began peeling off everything but the tiniest bikinis. Yeah, buddy! Michael Lichter's cameras could barely keep up with the abundance of female flesh that was available to shoot. He hopes you appreciate his efforts.

Dal-Con Promotions had a full schedule of events. There were bands, big and small, old and new, that ranged from country and southern rock, to even rap and disco.

There were plenty of cool places to ride to. The quaint town of Lake Havasu City, Arizona, is a favorite stop for many, as it's the the home of London Bridge. [*See the sidebar for the Screw Laughlin Run*.] There was also a poker run to Kingman, Arizona, and out at the Avi Resort, a short putt from party central, the Fryed Brothers held court for the party hungry. The Avi also hosts the Run What Ya Brung Drags that brought out all the throttle-happy bikers who need a place to get it on and

Flamingo


Budweiser
35

KORG

aren't afraid of grenading their engines.

The fact that fewer bikers came to Laughlin was actually a good thing. You could move around easier, though the town was still packed with folks trying real hard to have a good time. On the positive side, the city lets you carry booze around outside as long as it's in a plastic cup. Also, even though there were big signs saying, "WE SUPPORT THE NO COLORS POLICY" everywhere, the patch-holders I saw were walking around unmolested for the most part (as long as they didn't try to go inside a casino or try and ride anywhere in a pack).

On the negative side, Laughlin is yet another bike run where price gouging runs rampant. Hotels rooms that are $38 a few days before the run, jump up to $300. Drinks that are $4 before the event jump to $7. But the thing that disturbed our event photographers the most was that they were continually run off by casino and event organizer staffers, even though they had full event credentials. They were repeatedly told that Laughlin did not want a media presence during the Run. We even saw a TV News crew being run out of a casino parking lot. Is this America or ain't it? While Laughlin was busy creating "the illusion of safety" they reminded us that we are all living with "the illusion of freedom."

I heard more than one spokesperson for major aftermarket companies say that they will NOT be coming back to Laughlin next year. And why should they? They have to pay through the nose to have a vendor space, they're harassed by the fire marshal and casino staff, and they don't make any money because most of the bikers aren't buying anything.

I guess it takes more than massive price gouging and police harassment to keep bikers away from a chance to party with their brothers and sisters. But if you went to Laughlin this year are you planning on going back next year? Maybe it's time that we let our chain wallets speak for us and send a strong message to the city next year that we've had enough.

So, did Laughlin suck?

Does a crack baby shake?

—*Phantom*

Special thanks to photographers Michael Lichter and Dennis Carver for putting up with the harassment and still coming through with great pictures. We'd also like to thank the video crew of The History of Choppers, *Jason, Christopher, Lincoln and Randy (author of the crack baby joke) as well as The Fryed Brothers Band and the Avi Casino for the good times.*

Photos: Michael Lichter

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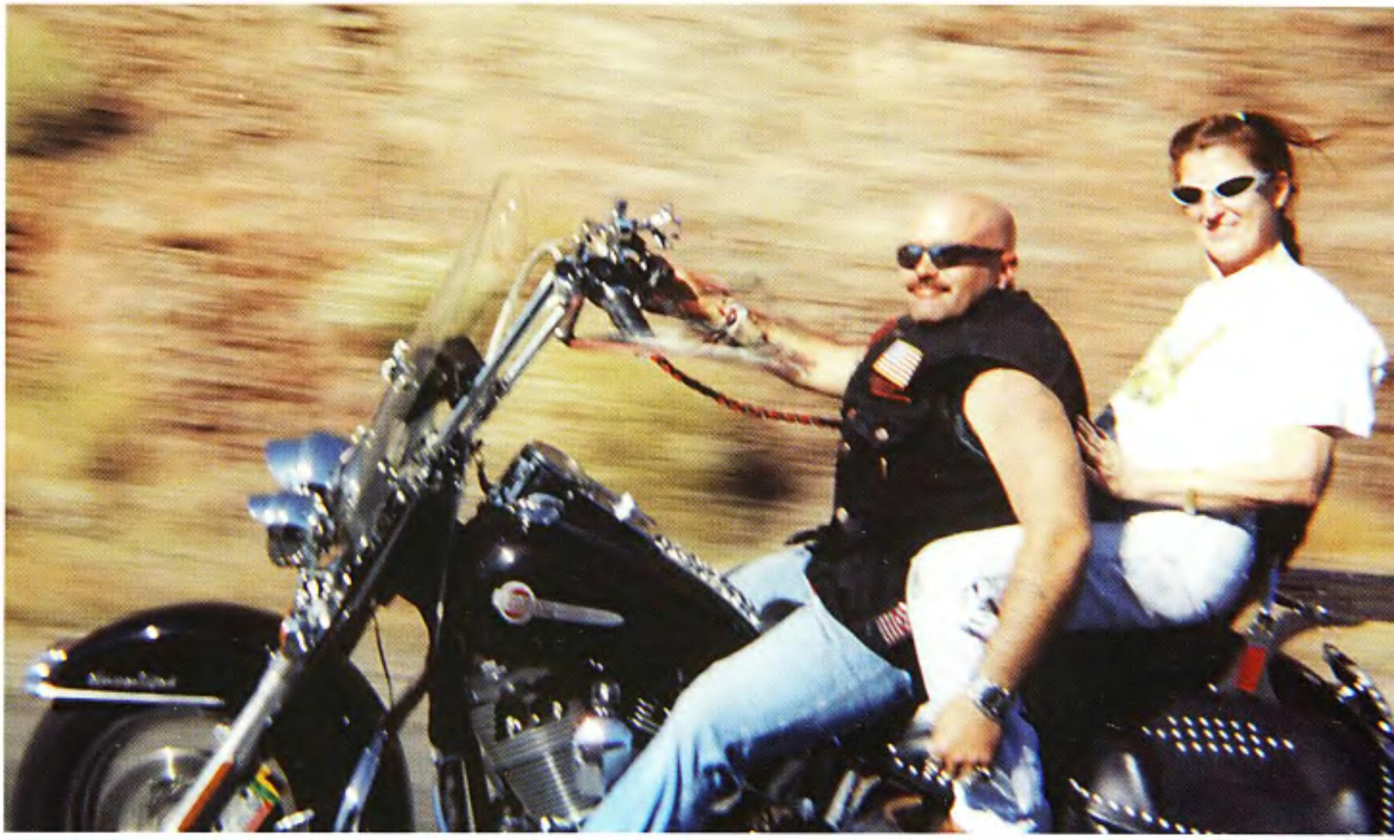
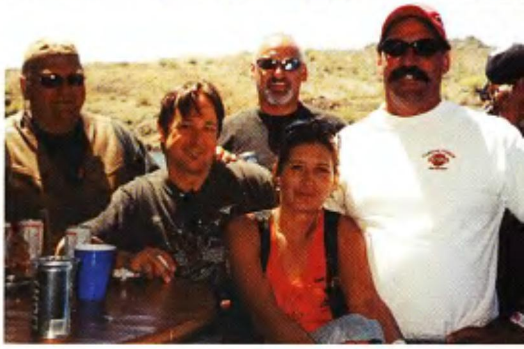
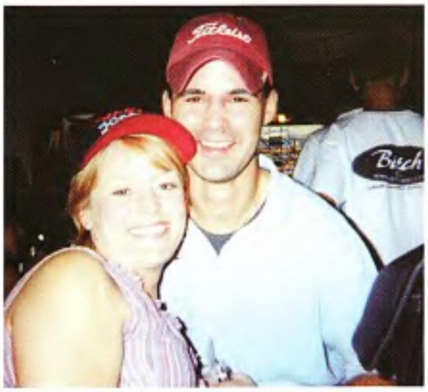






AN ALTERNATIVE TO HIGH PRICES

The "Screw Laughlin" Party

Yeah that's right, screw Laughlin! When I rode out of the office with the rest of the *Easyriders* crew towards Laughlin, I had one thing on my mind: Screw you guys, I'm goin' to Arizona. And as the pack peeled off on Old River Road, I kept on towards Lake Havasu City, Arizona. Havasu is home to the London Bridge and what was rumored to be a few hundred folks who decided to skip Laughlin and go somewhere less expensive and with fewer guys with guns—both with and without badges.

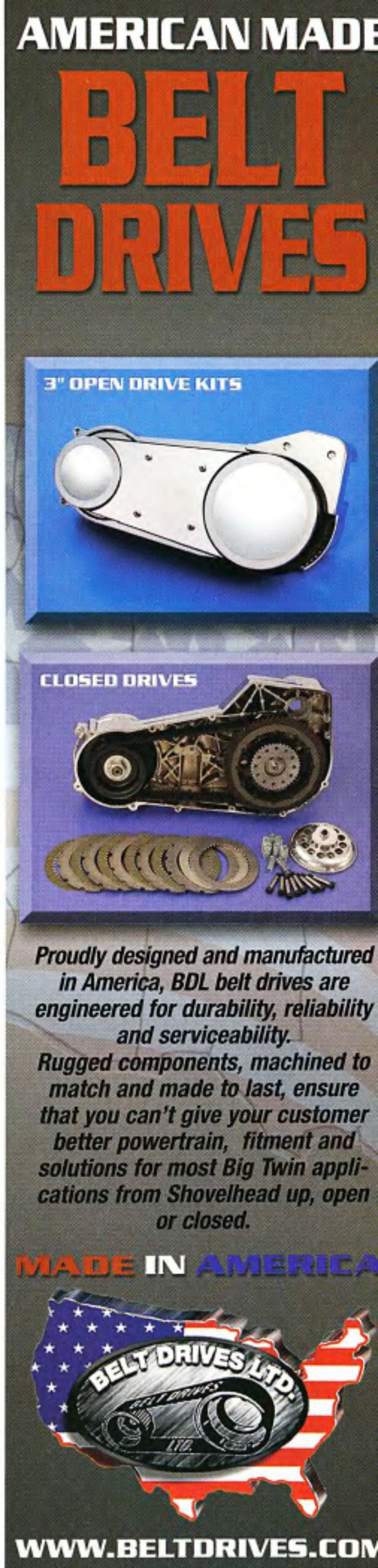
After putting up with the ever-rising costs of food, drink and hotel rooms requiring a minimum of four-night stays, a few folks decided that enough was enough. The Screw Laughlin (or Piss On The River Run) Party was born out of the idea of a guy called Iceman who owns and operates Havasu City's bike shop, Desert Thunder. Iceman and his crew garnered the help of several of the local businesses around Havasu and Parker, Arizona, to help out.

Here's the setup: Startin' on Wednesday the 23rd a small band of marauders hit the streets of Laughlin passin' out flyers for the festivities in Havasu. On Friday, the 25th, everything kicked off in grand style. Seein' as how many riders come from Laughlin to see the London Bridge, the locals capitalized on it by setting up a free BBQ at Desert Thunder. Saturday, you were given directions to Foxes (owned by Spencer and Cathy Low; 928-667-3444) and Blue Bar II (owned by Drew Whitham; 520-667-2114) on the Parker Strip, then back to John Burt's Boss Hogg's Pig & Swig—where the beer's cheap and the girls are pretty (928-855-5889). Once there, you could sample the great food and—hold on to your hats—$2 beers! Try findin' one of those in Laughlin. The run itself encompasses about 100 miles and takes you through the towns of Havasu and Parker, across the London Bridge and around the golf course where there's a bunch of fancy-schmancy homes.

Over 300 people checked in at Desert Thunder and were given an armband that let the owners of the participating local establishments know that they were VIPs and to give them "special treatment," like preferred bike parking, a special spot at the bar to get drinks, and a small percentage off their meals…for the entire weekend.

So, if the higher prices, ticket-happy cops, and $8 drinks just don't float yer boat, try the Piss On The River Run next time. And, the best part of the whole deal? Besides your own alcohol and food consumption…it's all FREE! Give Iceman a call at 928-854-1550 and get all the details. Tell 'em we sent ya. *—Oil Can*

Photos: Lisa Gabler



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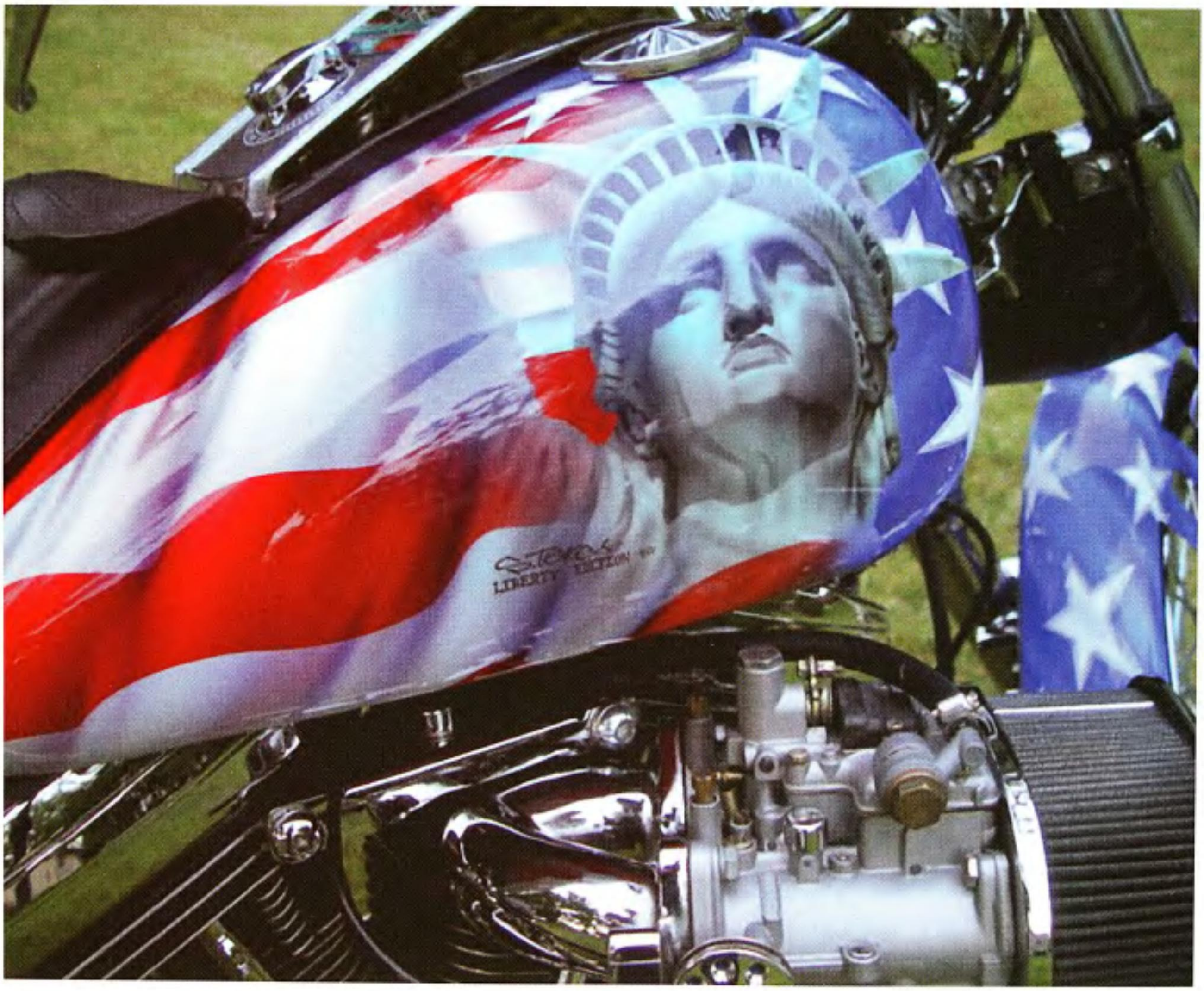
SCOTT TAKES BRINGS HIS TALENT OUT OF THE BASEMENT

Underground Art

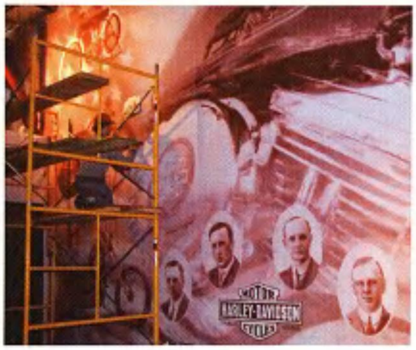
Where do motorcycle artists come from, the kind of talent able to produce jaw-dropping and award-winning graphic jobs? Well, in the case of Scott Takes, the artist who sprayed all the work we're looking at right here, it seems that this particular motorcycle artist grew from a high school kid in Iowa trying his damnedest to emulate the graffiti taggers of New York City.

No kidding. Armed with cases of Krylon spray paint, a teenaged Scott, the wannabe New Yorker, tagged anything and everything in and around his hometown of Cedar Rapids. Thankfully, and much to her credit, Scott's high school art teacher excepted the fact that she had a pretty talented, although possibly misdirected, artist on her hands. She actively encouraged his work. Her only admonishment: "Keep it off the school's bathroom walls, okay?" Scott was more than happy to oblige and before too long he had his first real commission, a full mural done in spray cans and airbrush, done right inside the high-school cafeteria. It's nice when the nation's education system works right, isn't it?

After graduating high school Scott went on to the Hawkeye Institute of Commercial Art in nearby Waterloo, Iowa. "I knew I never wanted to end up doing straight commercial work," he says, "but I sure listened to everything they could tell me about color theory, design, and what it takes to be a real artist." Finishing studies at the Hawkeye Institute in '91, Scott immediately hung out his shingle, going out on his own as a freelance artist. "And get this," he says, "the only thing I could find that would satisfy me as an artist, and put money in my pocket, was airbrush work on T-shirts." The freehand, freestyle, free-spirit aspect of the work appealed to the young artist, too. While working at the Six Flags amusement park in Chicago Scott would pump out up to 100 "individual art commissions" a day. He was also honing his airbrush chops at a furious pace, "and learning that I'd never have to work as an illustrator for Hallmark Cards or something equally boring," Scott told us.



CAL
PLAYBOY



Photos: courtesy of Underground Art Studio

Still no motorcycle paint jobs, but we're getting close. In fact, during his stint at Six Flags Scott kept a magazine photo of a Heritage-edition Harley pinned to the top of his T-shirt easel. As soon as he earned enough money that's the first thing he bought.

Returning to Cedar Rapids, Scott would paint just about anything. He did lawn ornaments. He did pedal cars. He did architectural murals and he did cloud scenes on ceilings. "It was all a challenge of design," he says, "and a fantastic learning experience." Bringing all this to the motorcycle world didn't take long after Scott bought that Heritage and began hanging out at biker events. To his amazement, he quickly realized that while some of the award-winning motorcycle art he saw was great, some of it, quite frankly, wasn't much to write home about. "I'd done better work on T-shirts," was his candid assessment. Even so, Scott had yet to paint a motorcycle, even though he had by now begun to get requests from his biker pals. "I thought that I didn't want to mess with all the chemicals involved," he says, "get involved with all of that." But then Scott agreed to paint a wildly graphic drag-racing car, start to finish. The experience changed his mind about painting on metal and fiberglass. He realized that not only could he do it, he could do a damn good job of it, too.

Scott also found out that to get a great paint job on a car or a motorcycle, along with a carefully thought-out plan, good color theory, and good design, arriving at that perfect final finish takes an awful lot of time and preparation.

"It takes patience and a lot of sanding," as Scott puts it. And while he proved that he could certainly spray on a smooth and shiny basecoat/topcoat paintjob, "that's not what I'm interested in. I love doing the artwork that comes later."

The perfect solution presented itself when Scott partnered up with a pal from around town who was known for his top-quality body and paintwork. Brett Avis had spent as much time and effort crafting his metalworking and painting skills as Scott had devoted to the study of art. The combination was a natural, and Underground Art Studios was born.

"His metal and paintwork is just phenomenal, too," says his artist-partner, as well it should be. Brett takes every job brought to them right down to the bare metal and starts from there, reworking and reshaping gas tanks, oil bags, panels and fenders.

A business that began in Scott's basement has now spread out into a tidy 1,500-square-foot shop, and what happens there is a collaborative effort. Once a commission has been excepted with a color scheme and design worked out, Scott will explain the plan to Brett, telling him what colors need to be used, where they need to be used, and what the final effect will be.

After one of Brett's flawless paint jobs has been applied (done with a technique picked up during years of painting high-end hot rods), Scott takes over from there. With the artwork complete the piece goes back to Brett for clear coating, final sanding, buffing, and detailing.

There are no "artistic" surprises at the end of all this, either. Every commission is done on a strict budget, with both Scott and the bike owner-art patron knowing exactly how much the bill will be. The budgets? "Anywhere from $1,000 up," says Scott, explaining that it all depends upon how much special bodywork is wanted and how intricate and detailed the paint job going on it will end up being.

And as seen in just the few samples here, that artwork and detailing can get pretty intricate, indeed. Because more than just being a motorcycle painter, Scott Takes is an artist. Sure, his work rolls down the highway, as it does on Billy Lane's Choppers Inc. Discovery Channel "Misbehavin" bike (*Easyriders* No.359), but it also hangs in private art collections and decorates restaurants and businesses all over the Midwest.

A giant mural chronicling the timeline of Harley-Davidson history even adorns one full wall inside the Hawkeye Harley dealership. That high-school tagger has come full circle...and then some.

—Joe Kress

For more information, contact Scott direct throughHis shop:
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Talking Tech

BACKFIRE BENNY

My 1985 Softail has most of the usual 1340 performance changes. A Crane 1-1000 cam, rebuilt S&S Super B carburetor, and Thunderheader exhaust. I am from the old school so I decided to use a points ignition instead of electronic.

My problem is that my Softail runs great when I first start out but then it starts cutting out and backfiring so hard that I can't get past 40 mph unless I almost close the throttle completely and even then it continues to break up.

I thought the gas cap vent might be clogged, so I replaced both caps with new ones from Harley-Davidson. I have also put in an Accel petcock and cleaned the carburetor inside out. My jets are a 0.031 intermediate and 0.074 high-speed jet. Also, I have replaced the points with new Blue Streaks.

The bike ran like a raped ape at first, but it has just recently started acting up. Please help. This is driving me nuts.

Benny
St. Louis, Missouri

Your B carb might be happier with a 0.0295 intermediate jet instead of the 0.031, but if it ran OK with the 0.031 to begin with, that's not the problem.

A heat-related misfire is the most common sign of a bad condenser. I'm betting that a new one will solve the problem.

It's possible that you have a bad wiring connection too. If changing condensers doesn't fix you up, check every wire in the ignition circuit from the battery to the ignition switch to the coil, etc. Wires sometimes break at the terminal but are held more or less in place by the insulator. Everything may be copacetic until you reach a certain rpm, at which point vibration separates the wire ends and interrupts contact.

GETTING' STROKED

I want to rebuild my '87 Evo and am thinking about using the 89-inch S&S stroker kit. The kit is available balanced and completely assembled with pistons, rings, rods and shafts.

I have been building small block Mopar engines for many years and am wondering if this is something I can take on myself, especially the bottom end. I have looked the procedure over in my Harley manual and see that some special tools are required. Are they available to the public?

George K.
Charlotte, North Carolina

The tools you'll need are all available from JIMS Machine. You can get their catalog by calling 805-482-6913 or Webbing it to jimsusa.com. Unless you have machine tools and a press, you'll need a shop to replace your Timken race, hone the pinion race, bore your cylinders, and freshen up the heads.

You should be able to handle this installation yourself, with the help of your shop manual and the instructions you'll get from JIMS and S&S.

SICK OF KITTY LITTER

After dozens of rolls of shop towels and six bags of kitty litter, I finally decided to do something about the oil sumping on my '80 shovel. I have an S&S oil pump No. 31-6203 in hand, and thought it might be a good idea if I asked about any necessary "heads up" before I start the project rather than halfway through it or after I've wrecked something. Is there anything I need to be aware of, or is this pretty straight forward? Thanks.

John S.
Volusia County, Florida

Follow S&S's instructions to the letter. Be sure to read all of the small print for each step and compare your pump and cover to the ones in the photos to be sure they are correct for your engine. Do all that before you install the pump, not during or after.

You'll have to drill a pressure relief passage in your '80, as covered in the instructions. You'll need a jig, S&S P/N 53-0013.

It's easy to spring the clip that holds the drive gear on the oil pump driveshaft inside the cam compartment, so be careful when you're putting everything back together. If you tweak the clip even a little, the gap will be wide enough to let the key slip out and disengage the pump.

While you have the cam cover off, be sure to check the breather gear and cavity for gouges and breather gear fit. Clearance should be around 0.001, which means it should slide in with little resistance but there should be virtually no movement if you try to shake the gear in the cavity. Remember to put the breather gear endplay spacer back in, and make sure your new cam cover gasket is the same as the old one.

It's a good idea to pop the pinion gear off before reassembly. That will let you rotate the oil pump with the drive gear as you tighten the pump down, and you can tell if it's binding. S&S has been hand-fitting the gears at the factory for the past few years and putting index marks on them. Aligning the marks should prevent binding, but it wouldn't hurt to check anyway.

If your kit included plastic and paper gaskets, use the paper ones, they're more oil tight. You can use a little grease or light sealant in the corners to hold them in place, but otherwise install them dry.

Putting the oil lines on wrong is the most common oil pump screw-up. Yours will want to fall right into place if there's any age on them, but new ones can't think for themselves.

WHAT TIME IS IT?

I have a Softail with the Twin Cam B motor that I have had modified with the usual bolt-ons—aftermarket heads, high-compression pistons, geardrive cams, Mikuni carb, a Super Trapp exhaust and a Crane HI4TC ignition.

I am getting conflicting information about setting the ignition timing up for this engine. Crane says to advance the timing as much as I can without making it ping. S&S says to retard the timing.

Can you help with this?

Dave Royal

Sure. Your TC will perform best with slightly retarded overall timing but, as Crane said, the most aggressive advance curve you can get away with.

Your best bet is to have the timing set up on a dyno. Seat-of-the-pants is OK for the curve, but not total advance. A dyno or drag strip is hard to beat.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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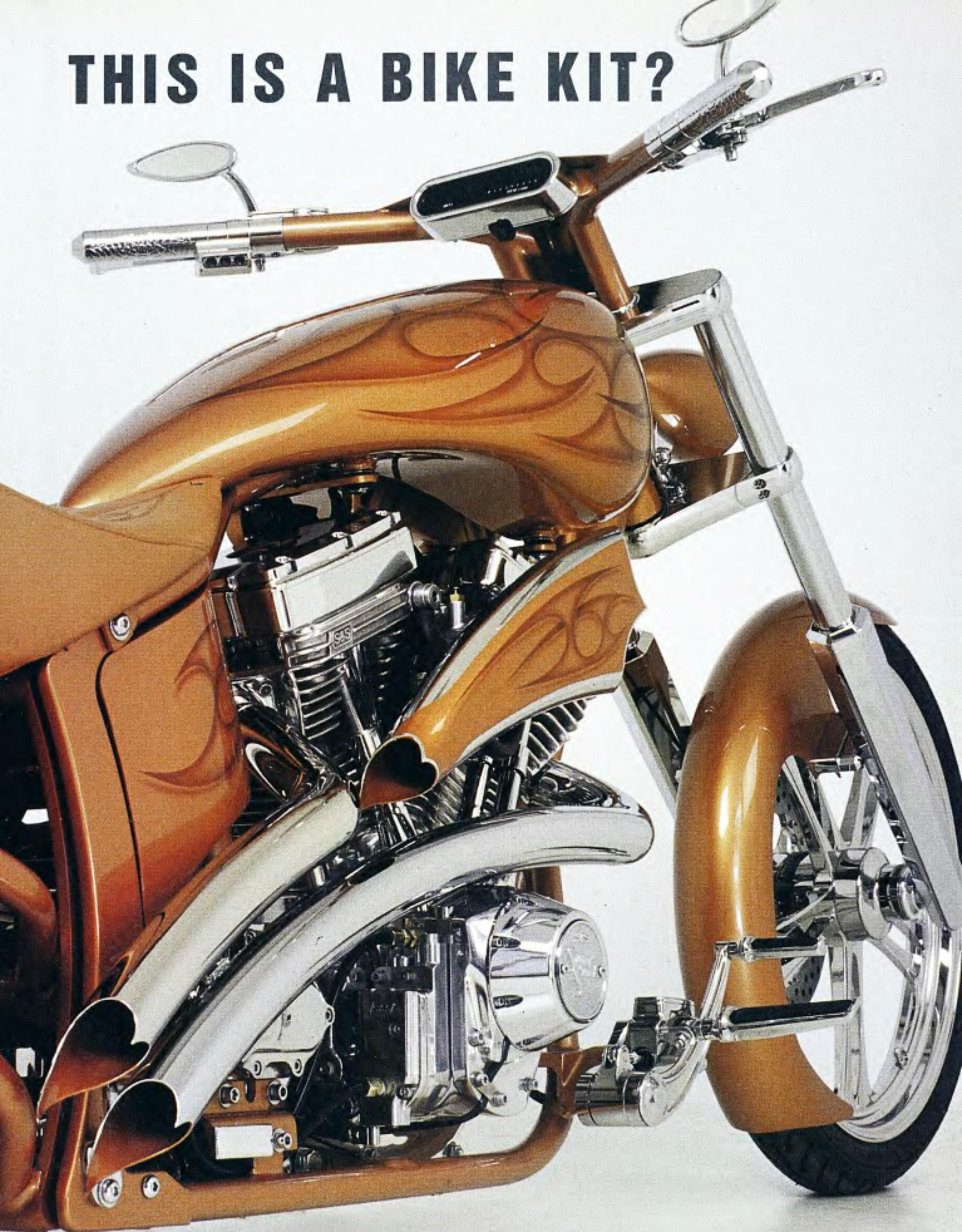
COPPERHEAD

We've all seen bike-in-a-box kits before, haven't we? Those big, clunky, goofy kits that are supposed to fit together without any grinding or shoehorning, etc.? Well, the times (thank heavens) they are a changin', and now you can get a bike kit that looks like a $60,000 custom bike for less than half the cost. Case in point: Kevin Alsop of Big Bear Choppers decided to take one of his nasty-looking Venom pro-street bike kits and add a little one-off splendor to it and see how it would do against big dollar custom bikes at one of our Easyriders Bike Shows.

The bike seen here is known as Copperhead, thanks to its coppery House of Kolor paint by Rusty of Twisted Images. It is basically a Venom rolling chassis (as seen in *Easyriders* No. 359) that has been augmented with handmade pipes, which will soon be offered from Big Bear Choppers, and a too cool air cleaner cover to match the pipes. There's also a set of one-off handlebars holding a snazzy Dakota Digital speedo/tach, and a custom saddle by Derek at High End Seats (who made the seat on the spot while Kevin waited for it).

THIS IS A BIKE KIT?



Mr. Alsop chose some of the best components in the two-wheeled industry for his showcase bike. Copperhead sports a show polished S&S Cycle 107-cubic-inch motor, a Baker 6-speed tranny and BDL Top Fuel 5-inch belt drive as well as high-quality Performance Machine Villain wheels. Kevin utilized matching rotors and rear pulley along with PM brakes. You'll also notice the sexy Pro-One front end with its sleek integrated turn signals in the triple trees. Nice touch.

Dick Kerr of Kerr Machine handled the special machining for the internal throttle and many one-off custom goodies while Harold "Mr. Tattoo" Lawrence at BBC expertly handled the final assembly chores. Wires Plus supplied the wiring harness and Joel Felty offered Kevin the perfect Headwinds headlight for this steel stallion.

The finished Copperhead debuted at our V-Twin Expo in Cincinnati in February and took the aftermarket world by storm. Custom Chrome was so impressed that they now offer Big Bear's Venom and Reaper kits with your choice of motor and tranny configurations (including components from S&S and Baker).

Next, this sleek sled went to the Easyriders Bike Show in Sacramento, California, where it took third place Best of Show in the Judged class. Not too shabby for a bike that began from a kit bike frame, tank and fenders.

Want an instant show winner in your stable? You can buy a bare-bones Venom frame, rolling chassis or a complete kit from BBC. Kevin and his talented crew can also build you a Venom to order in both pro-street and chopper configurations. And the Big Bear Choppers that Kevin builds are all registered as manufactured motorcycles so you can get your bike licensed and insured in a snap.

For more information on Big Bear's Venom and Reaper line, check out www.bigbearchoppers.com or call BBC at 909-878-4340.

—Dave Nichols

Photos: Ken Ross

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MARC AVRIETTE'S PACIFIER

SUICIDE BOBBER

Jim Weems, fabricator by profession and conviction, says he's building a total of five bikes for Marc Avriette, a dry wall contractor in the Palm Springs area of California. This is the first one.

"I originally built this one quickly to kind of get Marc off my back, to pacify him," is how Jim delicately describes the birth of this awesome machine. "But it turned into nine months, and we've built everything on it, handlebars, forward controls, pipes, tanks, oil bag, fenders, front half of the frame…we cut the front end and even laced the wheels."

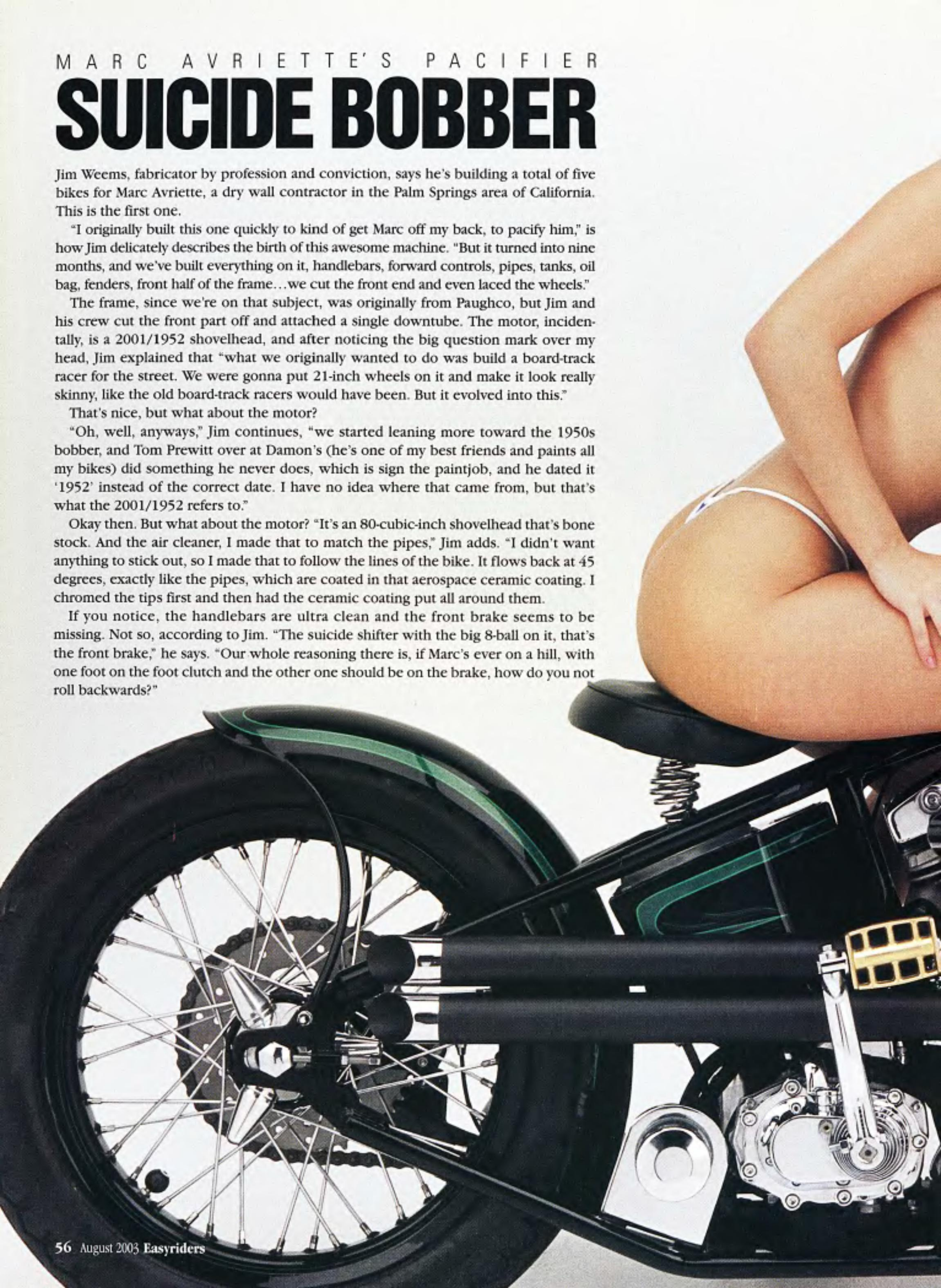
The frame, since we're on that subject, was originally from Paughco, but Jim and his crew cut the front part off and attached a single downtube. The motor, incidentally, is a 2001/1952 shovelhead, and after noticing the big question mark over my head, Jim explained that "what we originally wanted to do was build a board-track racer for the street. We were gonna put 21-inch wheels on it and make it look really skinny, like the old board-track racers would have been. But it evolved into this."

That's nice, but what about the motor?

"Oh, well, anyways," Jim continues, "we started leaning more toward the 1950s bobber, and Tom Prewitt over at Damon's (he's one of my best friends and paints all my bikes) did something he never does, which is sign the paintjob, and he dated it '1952' instead of the correct date. I have no idea where that came from, but that's what the 2001/1952 refers to."

Okay then. But what about the motor? "It's an 80-cubic-inch shovelhead that's bone stock. And the air cleaner, I made that to match the pipes," Jim adds. "I didn't want anything to stick out, so I made that to follow the lines of the bike. It flows back at 45 degrees, exactly like the pipes, which are coated in that aerospace ceramic coating. I chromed the tips first and then had the ceramic coating put all around them.

If you notice, the handlebars are ultra clean and the front brake seems to be missing. Not so, according to Jim. "The suicide shifter with the big 8-ball on it, that's the front brake," he says. "Our whole reasoning there is, if Marc's ever on a hill, with one foot on the foot clutch and the other one should be on the brake, how do you not roll backwards?"



To solve the problem, Jim routed a cable from the master cylinder, which is right behind the rear cylinder, to the brake handle. "It's not really meant to stop the bike," he admits, "just to hold the bike, so he doesn't have to have his foot on the brake pedal."

All the wiring is in the middle of the tank, and Jim made a slider top to access the battery and the electrical stuff. There is, of course, way more one-off stuff on the bike than we have room for, so you'll just have to let your eyes do the walking. And Jim, who says he does all the sheet metal fabbing for West Coast Choppers, is already working on Marc's next bike and other things, like a four-wheeled companion for this machine. "We're doing a chopped and channeled '30 Hi-Boy with a hemi in it that's going to be a match to this bike, and we're gonna put a trailer hitch on it just for this bike and make a trailer for it."

Something this beautiful, we agree, is almost too nice to ride and get dirty and dinged up. But only almost.

—Red Baron

Easyriders

[redacted]

passin' gas

A woman in a Northeastern art gallery is staring at an exquisite painting entitled *Home For Lunch*. It depicts three very naked black men sitting on a park bench, with their peckers in plain view. But while all the men are black, the one in the middle clearly has a pink penis.

"Excuse me," the woman says to the curator. "I'm curious about this painting of the three African-Americans. Why does the man in the middle have a pink penis?"

"I'm afraid you've misinterpreted the painting, ma'am," says the curator. "These men are not African-Americans, they're actually coal miners and the fellow in the middle went Home For Lunch...."

"Mountain Man" LeMay
Mountain, Wisconsin

An ol' graybeard named Booker went to his local bordello on Saturday night, which is of course the busiest night of the week. He asked for his favorite redhead, but was told she was all booked up and wouldn't be available for some time.

"How about Molly or Denise?" the madam asked.

"Naa," he answered. "I want the girl I always see."

"Okay, Booker, then how about Cookie or Mindy or Lulu, they're redheads..."

"Won't do," he interrupts.

"Listen, Pops, what does this girl have that my other girls don't?" asked the madam.

The old guy sighed, "Patience. An awful lot of patience."

Rocky
W. Palm Beach, Florida

Chance and Gilly are fishin' and drinkin' on a riverbank one day, when they see a funeral procession passin' by. Gilly stands up, takes his hat off and bows his head in prayer.

"Ya know, that was very thoughtful of you," says Chance.

"Well," sniffles Gilly, "It's the least I kin do. We was married fer over 20 years."

JoLo
Long Beach, California

Jake's ol' lady is home one day, goin' at it hot and heavy with her ol' man's best friend, Pete, when suddenly the phone rings.

"Hello. Oh, okay, see ya later then.... Bye."

"Who was that?" asks her lover.

"Oh, just my husband."

"Ahh, shit. I'd better get going then," says Pete. "Did he say where he was? Is he coming home right away?"

"Don't rush. There's no hurry, sweetie. He said he's down at the bar, shooting a few games of pool with you...."

Big Jim Overly
Huntingdon, Pennsylvania

Wild Bill had been out ridin' and barhoppin' around Sturgis one hot summer day, when he pulls up to a tavern that's got a bunch of bikes out front. As he stumbles away from his bike, he spots a parking meter, walks up to it and drops a quarter in it.

When the needle swings to "60" he scratches his head and mutters, "How 'bout that, I lost 100 pounds."

Jerry Weston
Vacaville, California

An American and an Englishman were sharing a compartment on the train from London to Manchester. The American, who was a little loaded, began telling the Englishman, "Since I've been here, I've noticed you English are just too dang stuffy. You set yourselves apart too much. Take me fer example, I've got Italian blood, French blood, Swedish blood an' a little Native American in me—an' I'm proud of all of it. What do you say to that?!"

"Very sporting of your mother," replies the Englishman dryly.

Rodney Hochstrasser
Greensburg, Pennsylvania

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Marc Avriette.
City: ....Palm Springs, California

General

Fabrication: ....Jim Weems
Years: 2002/1952
Model: ....Special Construction
Assembly: ....Jim Weems
Time:...........................9 months
Chroming: ......Precision Plating

Engine

Year and model: ....2001 shovel
Rebuilder: ....
Ignition: ....Crane HI-4
Displacement: 80 cubic inches
Lower end: ....S&S
Balancing:...........................S&S
Pistons:...............................S&S
Cases:.................................S&S
Heads: ....S&S
Cam: ....S&S
Lifters:................................S&S
Carb(s): ....S&S
Air Cleaner: ....Jim Weems/ Moto Fab
Pipes: ....Jim Weems/Moto Fab

Transmission

Year:...................................2001
Modifications: ....RevTech
Shifting: ....5-speed in 4-box
Engine sprocket: ....belt
Trans sprocket: 24-tooth
Wheel sprocket: ....Exile

Paint

Molding: ....Damon's
Painter: ....Damon's
Color: ....black and green
Type: ....House of Kolor
Special paint: ....Damon's

Frame

Year:..................................2001
Builder: ....Santee/Weems
Type: ....rigid
Rake: ....31 degrees
Stretch: ....none
Modifications: single downtube

Accessories

Bars: ......Jim Weems/Moto Fab
Risers: ..Jim Weems/Moto Fab
Handlebar controls: ......internal
Fender(s): ....Jim Weems/ Moto Fab
Headlight: ....Bates
Taillight: ....Choppers Inc.
Front Pegs: ....Jim Weems
Gas tank: ....Jim Weems/ Moto Fab
Oil tank: Jim Weems/Moto Fab
Seat: ....La Pera
Mirrors: 9-Ball
Grips: ....Harley-Davidson

Forks

Type: ....V-Twin
Extension: ....cut 1.5 inches
Builder: ....V-Twin
Modifications: ....well, cut

Wheels

Front

Size: 21-inch
Rim width: ....3.5 inches
Tire: ....Dunlop
Brake: ....Performance Machine

Rear

Size: 18-inch
Rim width: ....3.5 inches
Tire: ....Dunlop
Brake: ....Exile

Photos: ....John Wycoff

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a, 4,12,13	r	17	c	c			r	r		√
Florida	32	a, 6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a, 4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a, 12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a, 4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

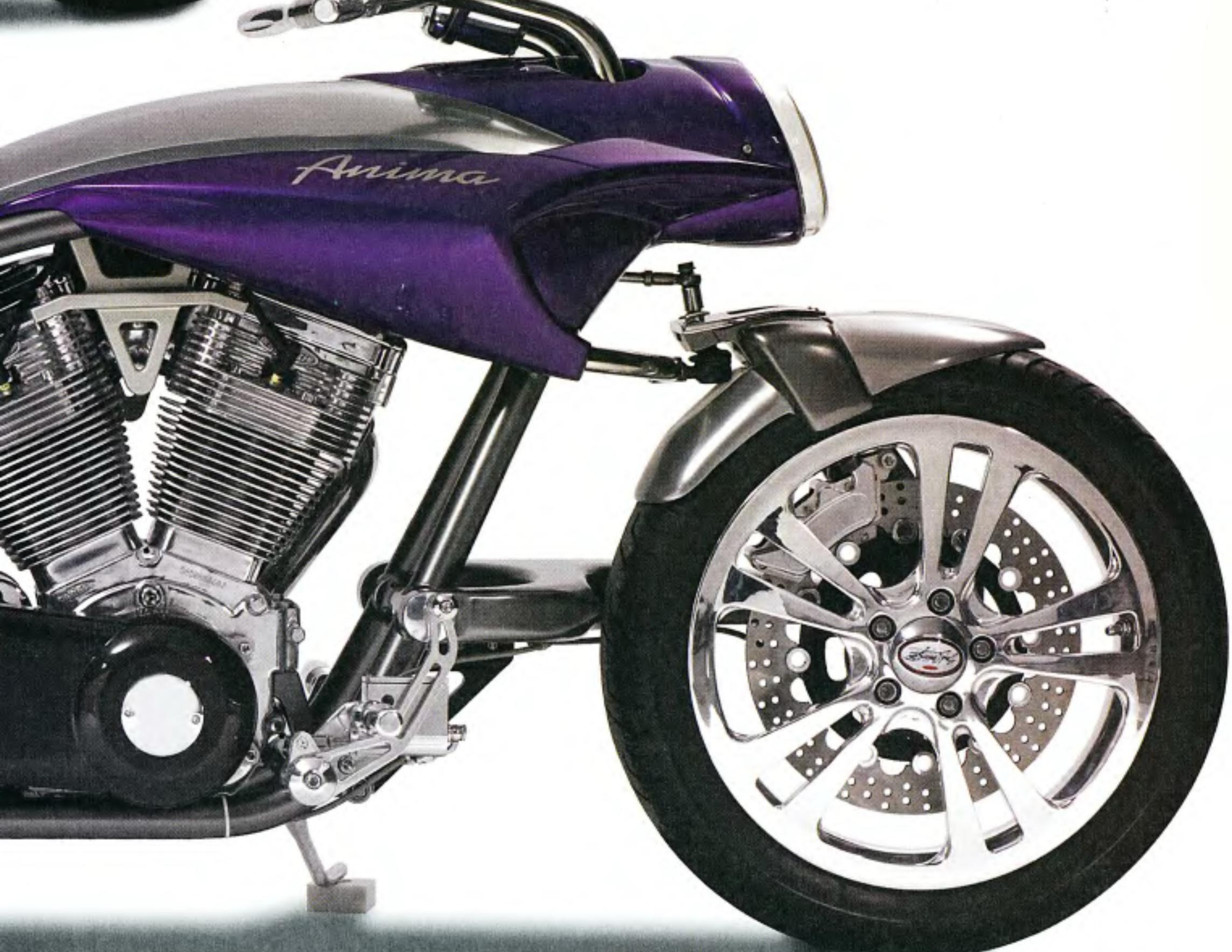
√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

Anima

Dreamtech Motorcycles'
ANIMA

Based In France and driven by custom culture enthusiast Fred Miano and famed bike builder Bertrand Dubet, Dreamtech Motorcycles was founded a year ago to create an upscale cruiser motorcycle aimed at the discriminating cycle connoisseur.

Their first creation was born out of the idea that custom motorcycle and modern hot rod designs could be successfully combined to end up with an attractive and rideable package that they call...Anima.



For Dubet, the hot rod side of the project would be based on three elements: no obstruction to the wheels, a hot-rod-style lateral exhaust system and the biggest challenge, an automatic transmission.

In order to implement these requirements Dreamtech had to manufacture a specific frame that uses a pair of swingarms—all made using aerospace-grade aluminum. The innovative chassis had to keep fluid lines and pure geometry while being functional. The frame uses a radial integrated suspension system (RISS) that was developed by Dreamtech in collaboration with Fournales Suspension. It consists of a pair of swingarms that are attached to suspension links that run inside the frame and pull on each side of a single shock absorber that is itself integrated into the frame.

Steering duties are handled via an unconventional setup called a constant pressure hydraulic steering system (CPHSS) that's connected to a set of Dreamtech stainless steel handlebars.

The back wheel was developed by hot rod car designer Boyd Coddington, while the front wheel—although mirroring the rear wheel's design—had to be made to specs to accommodate the important lateral offset needed to clear the brake and hub. It was developed by Dreamtech and machined out of a 200-pound block of aluminum. Tires were supplied by Avon and measure 250 x 9.5 x 18 for the rear and 120 x 3.5 x 17 for the front.

Anima's motor is a 100-cubic inch RevTech that was mounted backwards in the frame so it could connect to the custom Dreamtech transmission. Two buttons on the handlebars control the 2-speed transmission. There is no clutch on the bike. Instead it has been replaced by a specially developed, 7-inch torque converter that's housed in a carbon fiber primary cover.

Anima's carbon fiber aggressive bodywork screams "concept bike," but Dreamtech intends to manufacture it in a limited number for a price tag of about Euro 50,000.

Anima will travel with Dubet and Miano to most European and American motorcycle events this year.

For more information log on to www.dreamtech-motorcycles.com or contact Fred Miano at 33-685-108-105 or Bertrand Dubet 33-614-707-095.

—Lafayette

Photos: courtesy of Dreamtech

thunder cycle design

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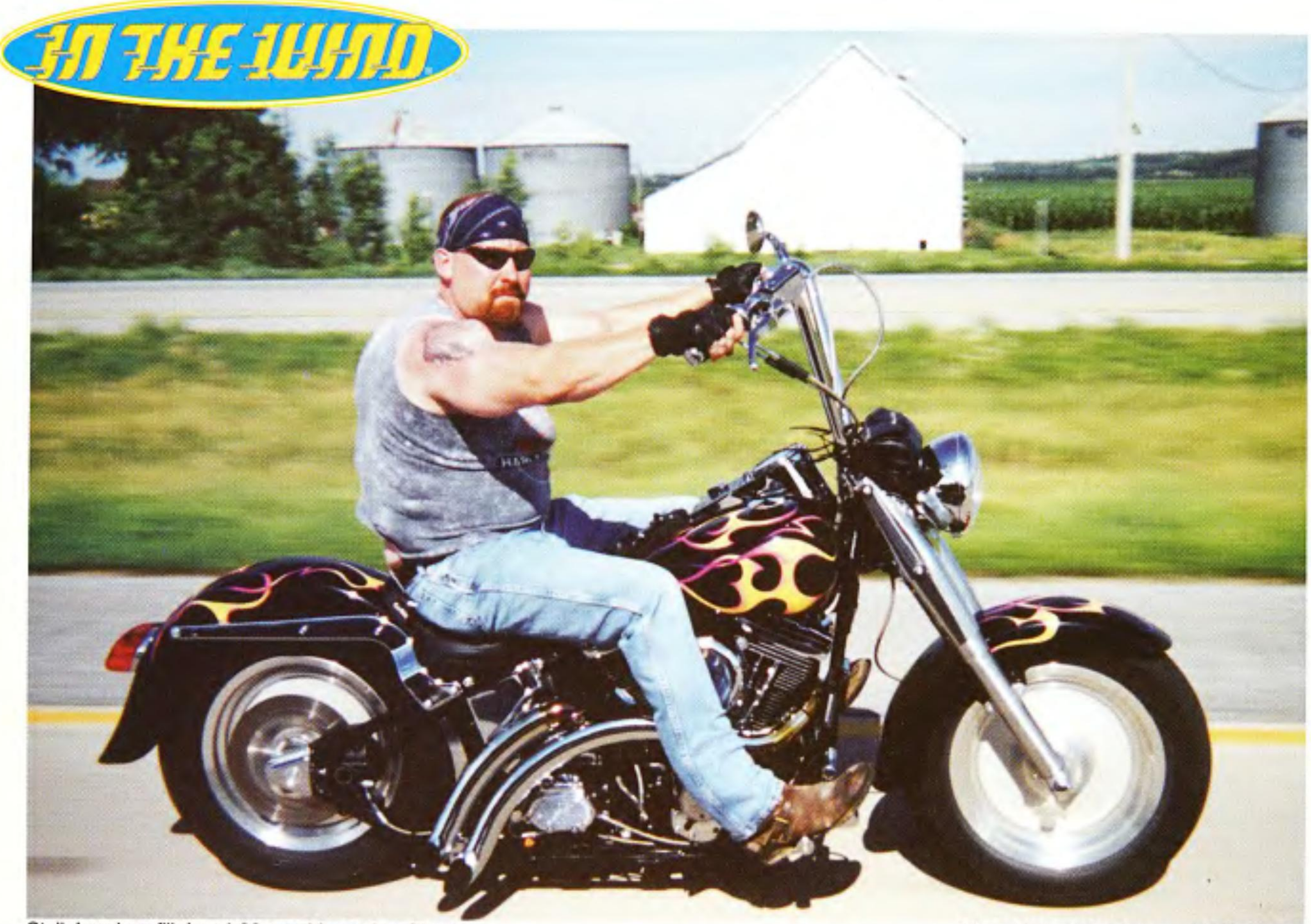

Stylin' and profilin' on I-29, northbound to Sturgis. *—Cindy Hofmeister, Missouri Valley, Iowa*

Late night wrenchin'. *—Gary Muir, Chloride, Ariz.*

Is she wearin' boots? *—Andy and Denisha Ivey, Watauga, Texas*

Got beads? *—Doctor Joe, Key West Poker Run, Key West, Fla.*

GFVD
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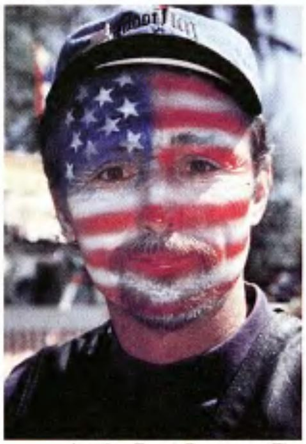
Veterans and brothers—forever. *—The KZ White House, Dumfries, Va.*

She'll get ya whipped! *—Glenn Getman, Laughlin River Run 2003*

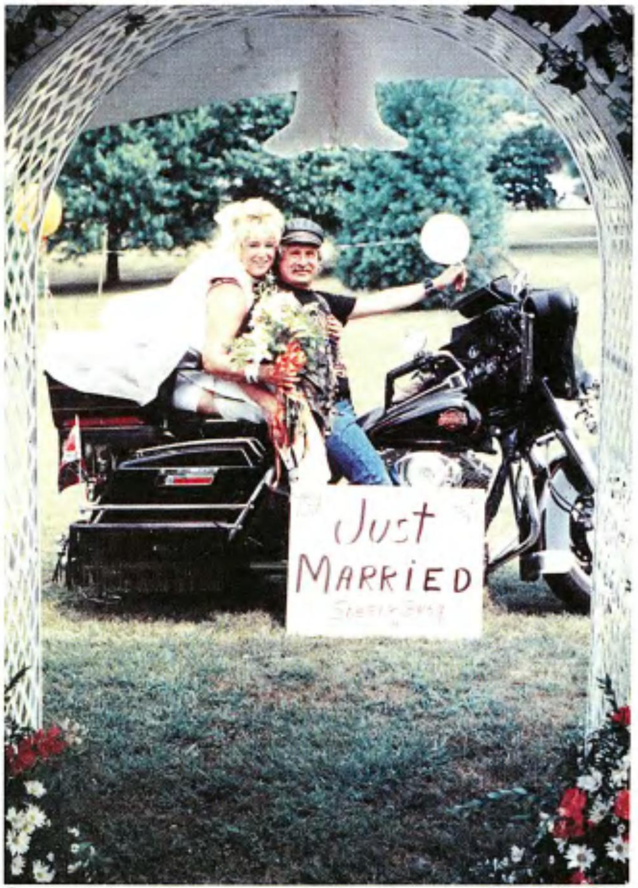
Kara makes it a perfect day. *—Nate Ullrich, Belle Fourche, S.D.*



—Irv the Perv, Daytona, Fla.

—Irv the Perv, Mariaville, N.Y.

Martha, desert squatter. *—Abbie Solarez, Brawley, Calif.*



Congratulations, kids! *—Greg and Sheri Sampson, Bristolville, Ohio*

Blast from the past—Roger (Dad) jammin' on a '69 Sporty chop. *—Russ Kerstetter, Shawnee, Kan.*

Tracker, Snake and Kristoff, hootered-up.—*Katmandu, Pompano, Fla.*

The South shall ride again. *—Tropical Tattoo, Ormond Beach, Fla.*

And they call it puppy love—Goobie Dog, an 8-year wind vet airing it out on Camille, '72 shovel. *—Fish, Mount Pleasant, N.C.*

The Wild Bunch rides in support of the Loop For Lupus Run at the Corral Bar, Johnstown, Colo. *—Scott Guinn, Loveland, Colo.*

HULKAMANIA

Boobs and brawn. *—Doctor Joe, Tavernier, Fla.*

Party for four? *—Krazy Ric, Dumfries, Va.*

This happens backstage every time The Fryed Brothers come on. *—Kevin Zanca, Gulfport Blowout, Gulfport, Miss.*

HARLEY-DAVIDSON

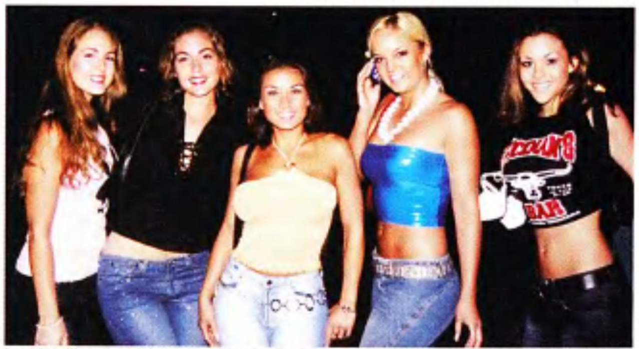
Keep that wedding train out of the drivetrain! *—Ann and Douglas Troutman, Oct. 31, 2002, Salisbury, N.C.*

Hector's up to some skullduggery. *—Hector "Skulls" Grimaldo, Grand Prairie, Texas*

FUCK BIN LADEN

The road to enlightenment is long. *—Harley Davidson, San Bernardino, Calif.*

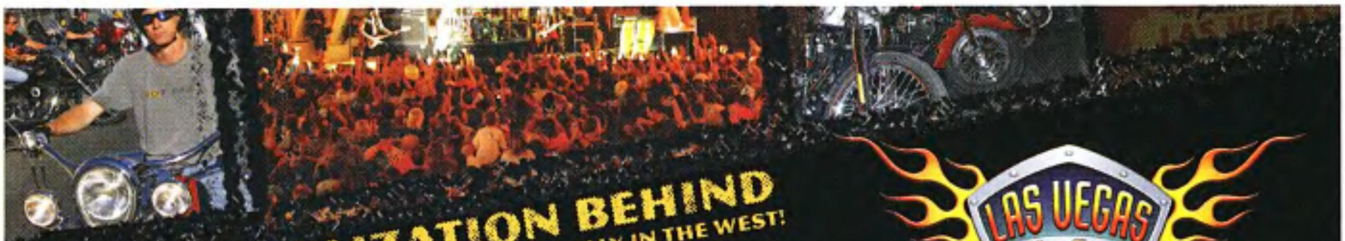
Yeah, but she *is* DOT approved! *—Killer, Harley Rendezvous '02*



Looks like trouble. *—Glenn Getman, River Run 2003, Laughlin, Nev.*

Looks like fun. *—Teddi S., Cloverdale, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.



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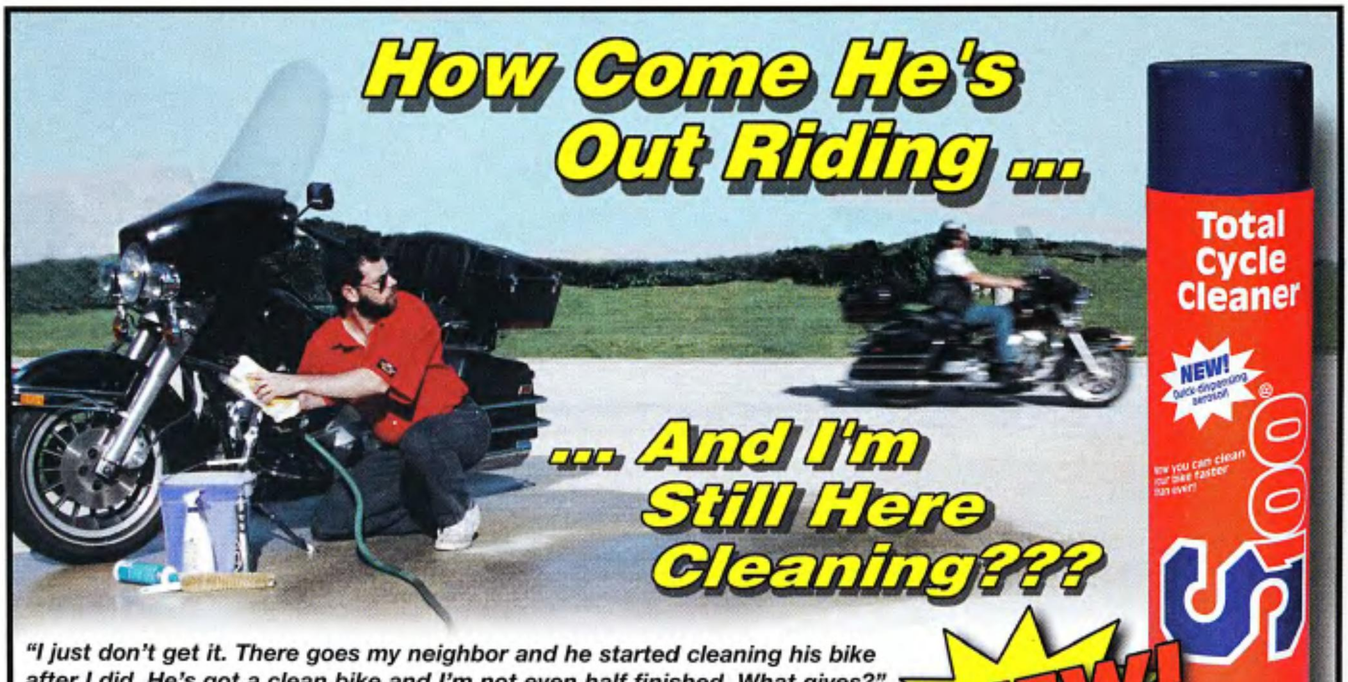

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CHRONIC CHOPPERS "CHAIN DRIVEN" CUSTOM

Big Al's Blue Goose

When Howard Hughes built his famous giant seaplane out of wood the jokesters called it the "Spruce Goose" because the massive and ungainly aircraft could barely lumber off the ground.

Now, Big Al (aka Allan Gaither) of Chronic Choppers in Wichita, Kansas, has done one better, creating the "Blue Goose," but this bird really does fly. Credit for the long-necked custom's nickname goes to Big Al's father, Arthur Gaither, who took one look and uttered the colorful description.

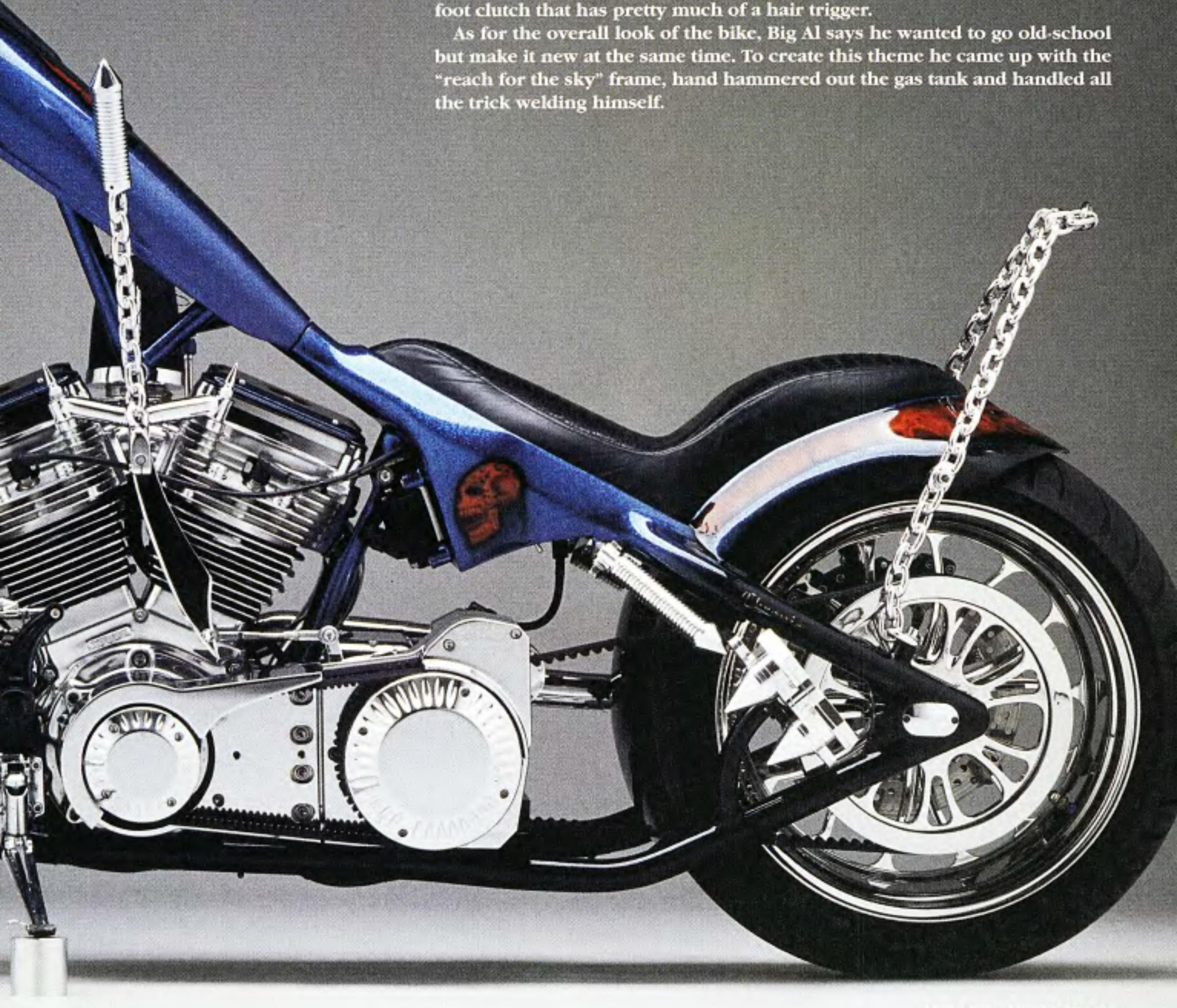
A whole flock of Big Al's bikes have recently graced our pages, and this is the latest variation of that particular evolutionary line, and the most radical one at that.

When asked about the bike's unique frame concept, definitely a "stretch of the imagination," Big Al says, "I wanted to build something nobody would buy." Now that might sound strange from a custom bike builder, but he meant that he wanted to hang on to this one since all his other "personal" bikes were bought out from under him by eager customers.

"We had built bikes that were 7, 8, 9 inches up, so I said, hell, let's go for 12 inches. That way not just anybody could ride it," explains Big Al who by the way tips the scale at 260 and stretches 6 foot 4. He can reach those double chain handlebars and says, "I rode it back from Sturgis, and the bike goes down the road just fine. But I wouldn't say it's an entry level ride."

Besides the long reach to the bars, there's also the matter of the hydraulic foot clutch that has pretty much of a hair trigger.

As for the overall look of the bike, Big Al says he wanted to go old-school but make it new at the same time. To create this theme he came up with the "reach for the sky" frame, hand hammered out the gas tank and handled all the trick welding himself.



That ridge on the gas tank is not an illusion caused by the paint but actually a design element Big Al massaged into existence. The whole "knife edge" look harkens back to the '60s, and is echoed by the unique placement of the handmade oil tank that Big Al located "in the wind" on the frame's front downtube.

Speaking of the '60s thing, Big Al used chain elements for the fabrication of the handlebars, the shifter and brake linkage as well as the hardcore sissy bar. In a way, you can call the bike "chain driven" thanks to those design elements, but the real grunt comes from a 113-cubic-inch S&S powerplant.

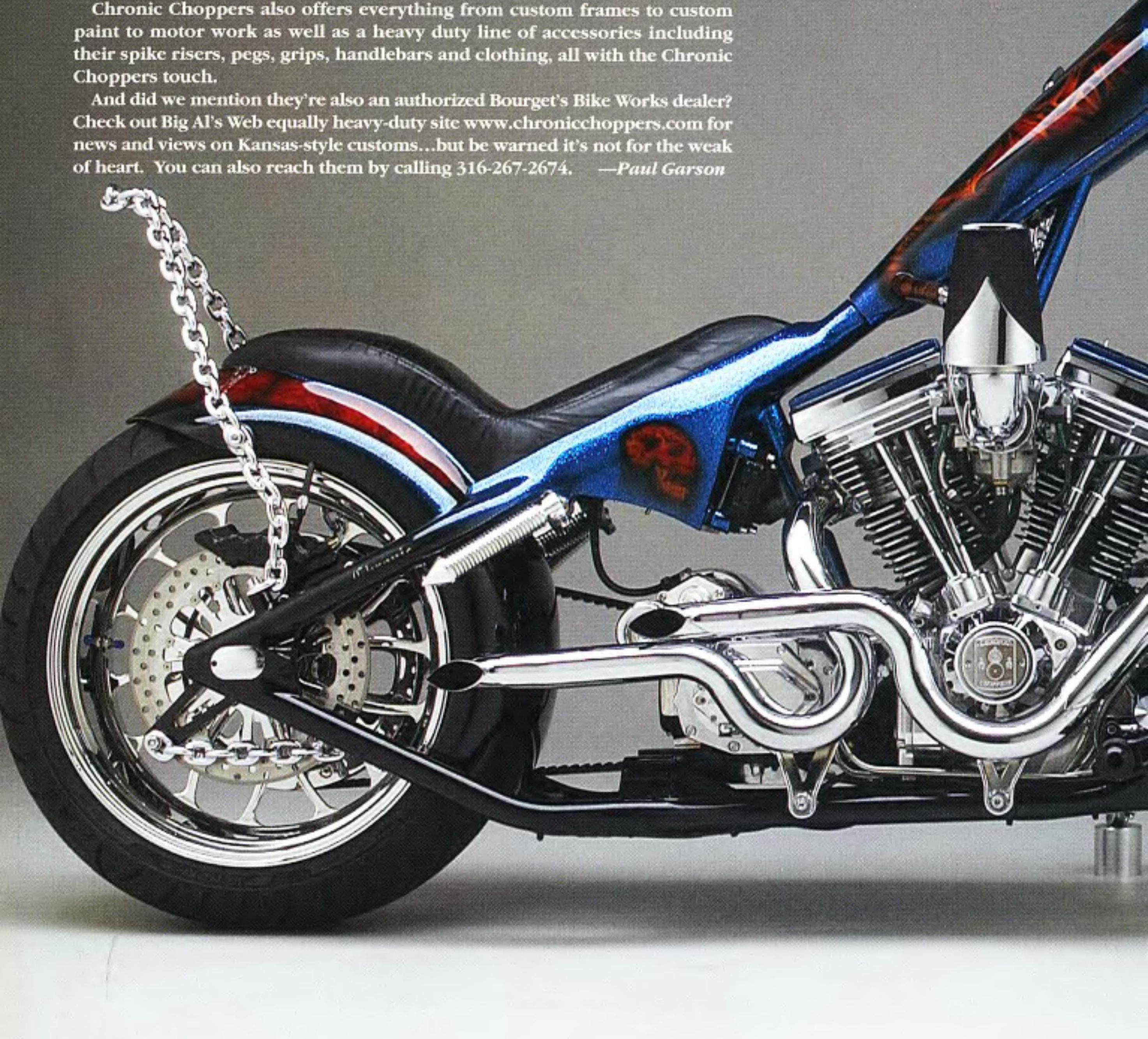
Says Big Al, "I like S&S stuff because it works well with everything I make. Now we're using their 124-inch motors in all our bikes."

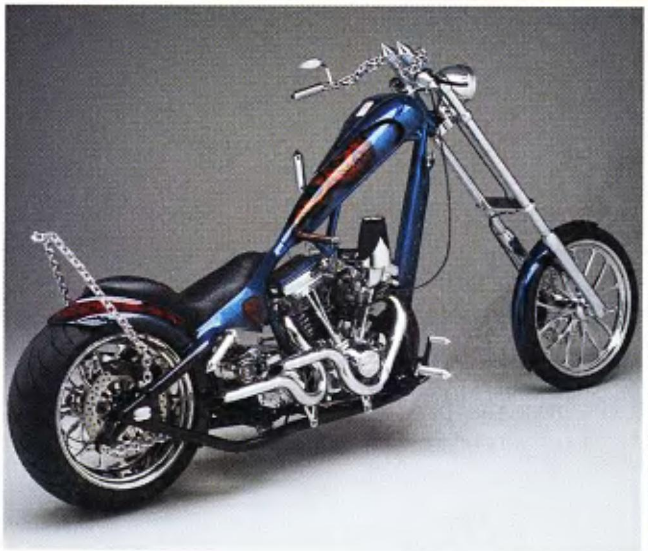
Chronic Choppers celebrated its third anniversary a couple months ago, and Big Al got together with some of his friends to work on both his and their bikes in a kind of mutual-aid community effort.

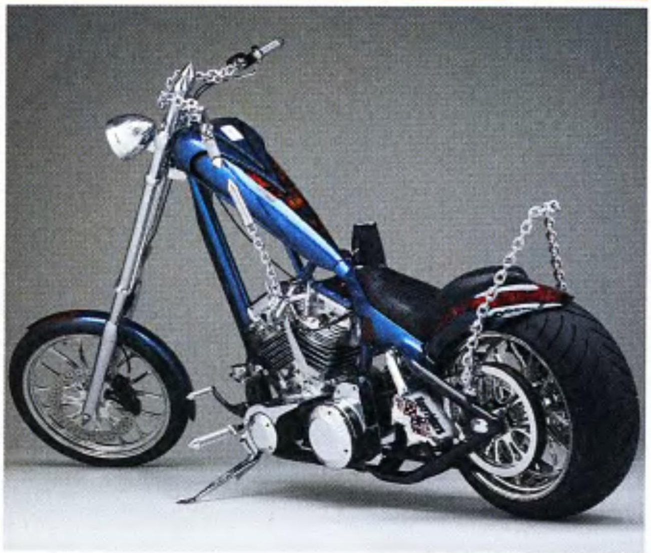
"My good buddies Todd Christler and Brad Phillips, who's also my business partner, both chip in. They help me in the shop and I help them with their bike projects." He says "a big thank you" to them for their help in the creation of Blue Goose.

Chronic Choppers also offers everything from custom frames to custom paint to motor work as well as a heavy duty line of accessories including their spike risers, pegs, grips, handlebars and clothing, all with the Chronic Choppers touch.

And did we mention they're also an authorized Bourget's Bike Works dealer? Check out Big Al's Web equally heavy-duty site www.chronicchoppers.com for news and views on Kansas-style customs...but be warned it's not for the weak of heart. You can also reach them by calling 316-267-2674. *—Paul Garson*







Owner: Big Al
City: Wichita, Kansas

General

Designer: Big Al/Chronic Choppers

General

Fabrication: Big Al
Year and make: 2002 Chronic Choppers
Model: rigid
Assembly: Big Al/T-Bone/ Steve-o Hunter
Time: 6 months
Chroming: ICS

Engine

Year: 2000
Model: S&S
Rebuilder: Big Al
Ignition: Dyna
Displacement: 113 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: 0.630
Lifters: S&S
Carb(s): D Twin T Jets
Air cleaner: Paul Yaffe
Pipes: Chronic Choppers
Mufflers: not

Transmission

Year: JIMS
Modifications: 6-speed
Shifting: hand

Painting

Painter: Enrique Godina/Big Al
Color/Type: Metal Flame Blue
Type: Funky

Frame

Year: 2000
Builder: Rolling Thunder
Type: rigid
Rake: 36 degrees
Stretch: 12 inches
Shocks: Hell no
Modifications: oil tank on front downtube

Accessories

Bars: Chronic Choppers
Risers: Chronic Choppers
Handlebar controls: Performance Machine
Fenders: Paul Yaffe front/ Chronic rear
Headlight: Bourgets
Taillight: Choppers Inc.
Speedo: no
Dash: no
Front pegs: Chronic Choppers
Rear pegs: Chronic Choppers
Electrics: Chronic Choppers
Gas tank: Chronic Choppers
Oil tank: Chronic Choppers
Oil system: on the downtube
Seat: Dead Lizard
Sissybar: Chronic Choppers
Mirrors: Performance Machine
Grips: Chronic Choppers

Forks

Type: Harley-Davidson Deuce
Extension: 17 inches way over
Builder: Harley/Chronic Choppers
Special Features: the whole thing

Wheels

Front

Size: 21 inches
Wheel: Performance Machine
Tire: Avon
Brake: Performance Machine

Rear

Size: 18 inches
Wheel: Performance Machine
Tire: 250 series Avon
Brake: Performance Machine

Photographer: Michael Lichter

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6-SPEED 1674.40
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SEAT PIN 5.06 up

SOFTAIL REAR LOWERING KIT 31.22 up

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H-BAR M/CYL. 39.83 up

WIRING HARNESS KIT 42.75 up

M-6 CHAIN TENSIONER 63.64 up

HEADLIGHTS 26.94 up

BALANCE MASTER 69.94 up

TRANS. PULLEY 48.84 up

PULLEY COVER 19.38 up

NARROW GLIDE TO WIDE GLIDE® CONVERSION KITS 292.86 up

COMPLETE 21" FRONT END KITS 1179.63

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FLATSIDE TANK MOUNT KIT 38.16 up

CHROME PETCOCK 10.76 up

1200cc EVO XL CYL. & PISTON KIT 268.84

EASY PULL CLUTCH KIT 9.57 up

HORN 12.84 up

ALTERNATOR ROTOR KIT 69.94 up

MAGNETIC OIL FILTERS 7.11 up

SPRINGER 698.50 up
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HEAD CUP 8.94 ea.

CHROME TREES
STEEL 146.03 up
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EXHAUST POWER CONES 24.49

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CATEYE TAIL LIGHT
REG. BULB 12.94
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JIM'S ROLLER ROCKERS 307.35 up

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FLT-FXR STABILIZER BAR 24.34 up

FLT-FXR MOTOR MOUNT 19.54 up

BARE BONES SEAT 99.83 up

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BLACK 99.78
CHROME 124.40

FRAME COVERS 27.54 up

CABLE CLAMPS 6.94 up

COIL COVERS 7.87 up

CHAIN DRIVE PRIMARY KITS 753.59 up

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CHROME AXLE KITS 23.99 up

TAPPET BLOCKS
SHOV 81.33 up
EVO 97.94 up
BILLET 181.24 up

3" BELT DRIVE KIT 1125.47 up

ROD SETS 131.16 up

BRAKE TEE 8.76 up

M/CYLINDER 34.89 up

CALIPERS 112.64 up

FLOOR BOARDS 31.20 up

FXST PIVOT BOLT COVERS 7.78 up

AXLE COVERS 6.51 up

TRANS. ADJUSTER 17.62 up

TRANS. MOUNT PLATE 11.03 up

STARTER MOTORS
BLACK 106.66
CHROME 116.46

FRT FENDERS 23.46 up

BREATHER GEARS
STOCK 39.94 up
S&S 44.83 up

IGNITION SWITCH 16.60 up

RAIL GRIPS 13.66 up

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CHROME BILLET LOWER LEGS 312.94 pr.

TIRES
C-SHIN 24.49 up
KENDA 38.45 up
MAXIS 40.37 up
AVON 54.94 up

H-BARS 14.93 up

FAT BARS 68.54 up

T-BARS 49.94 up

FENDER STRUTS 43.59 pr. up

FORK TUBES 62.03 up

SPEEDOMETER
DRIVE UNIT 19.54 up
DRIVE COVER 6.20 up

SHIFTER BRACKET 19.54 up

MIRROR CLAMP 6.60 up

HEAD BOLT COVERS 12.06 up

AXLE PLATES 11.62 up

EXHAUST SYSTEMS
SAMPSON 202.45 up
VANCE & HINES 259.84 up
PYTHON III 289.84 up
SUPER TRAPP 369.84 up
WHITE BROS 389.84 up

CHAPS 49.94 up

KICK PEDAL
BLACK 6.49 up
RAIL 16.04 up

REAR GUARDS
BELT 18.60 up
CHAIN 27.38 up

HEAVY DUTY CYL. BRACE 19.42 up

BILLET MASTER CYLINDER 85.05 up

KICK STAND 26.75 up
KIT WITH MOUNT 38.16 up

THUNDER JET 44.84 up

MINI GAUGES 29.23 up

FOWARD CONTROLS
CHROMED BT-XL 67.13 up
EVO XL 1986-UP 210.54 up

ALL OF OUR PRODUCTS ARE NEW. PRICES & SPECIFICATIONS ARE SUBJECT TO CHANGE. NOT RESPONSIBLE FOR DESCRIPTION ORDER ERRORS. EXCHANGE OR RESTOCKING FEES MAY APPLY. SHIPPING, & INSURANCE ARE EXTRA.

Meet March's Winner

Your March Fox Hunt winner is none other than the artfully tattooed and pulsating Paula. No, this is not *the* Pulsating Paula of our famed archives, however, a closer look at this classy lass will surely give you a pulsating sensation somewhere in your nether regions. For us, and we aren't sure about you folk, we're so enthralled with the artwork on her backside, we're all becoming budding horticulturists (excuse the pun) in our search to find out exactly where that vine ends—and we wouldn't mind weeding that patch! But, I digress. We decided to whisk her away to the sunny beaches of Ft. Lauderdale, Florida, to be escorted and photographed by famed photog Don Rogers aboard Cecil Combs' custom scooter. Flip over to Page 98 to check out the results for yourself. When she's not posing for us, or adding to her tattoo collection, Paula loves to do nothing more than cater to her man's every need and do all the housework nekkid. Hey, I can dream can't I?

—Hugh G. Rection

Grace–Oklahoma

#801

"My first ride...on a Harley...was so exhilarating, I married the bike's owner. The ride I got later...words just can't explain."

Mia–Ohio

#802

"Even though I'm just 19, my first ride on a Harley was—without a doubt—more stimulating than my first sexual experience."

Lynette—Louisiana

#803

"It was so exciting. After 40 miles, I made him pull over so I could get something else between my legs."

Susan—North Carolina

#804

"I was a little nervous, but after a few times, I've now got a constant urge for it."

Sapphire—Illinois

#805

"My first ride was breathtaking. I've always loved Harleys. All that power underneath me, I get chills just thinking about it."

Sandy Lynne—Georgia

#806

"My first ride on a Harley was with a very close friend of mine and it was the absolute best. He's no longer with us, so this is for him. Thanks Howard."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #360 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes July 1, 2003. The voting deadline for this month's crop of cuties is July 31, 2003. We'll announce the winner in the December 2003 issue.

Here she is, your April 2003 monthly Fox Hunt winner, Malisia, Number 403, from Santa Rosa, California. Come back next month and see a lot more of her next issue.

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name____________________
Address ____________________
City__________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

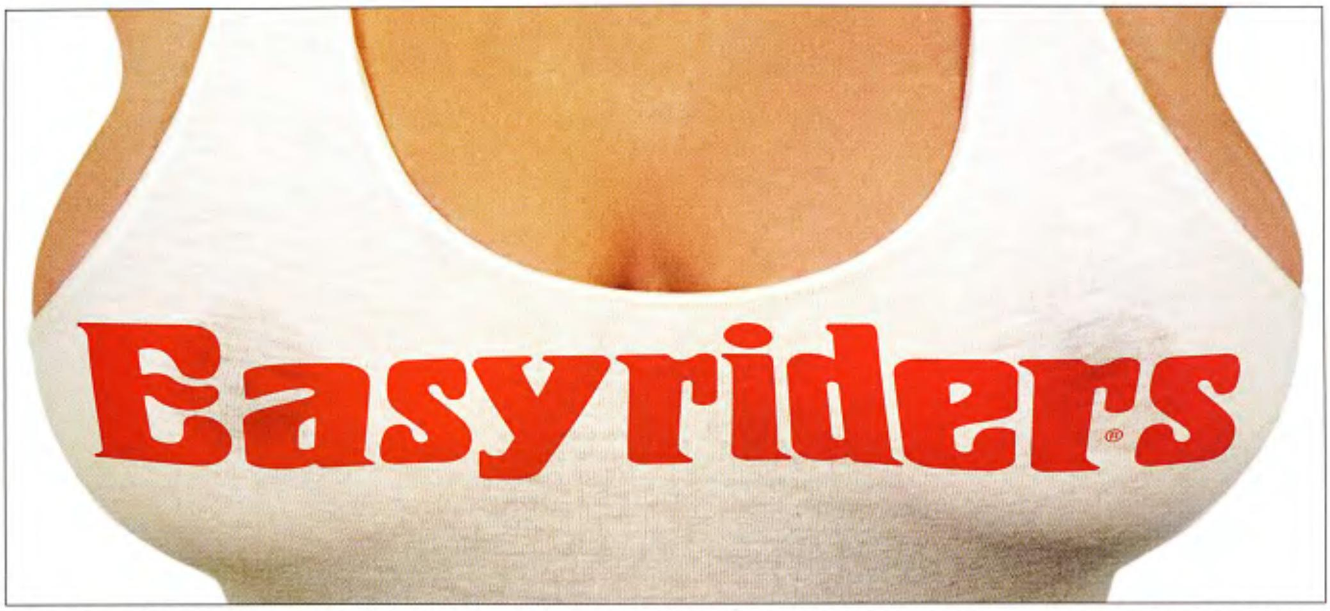
Photographer's Name____________________
Address ____________________
City__________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

BIG NEWS!



If your favorite shop doesn't carry Easyriders Roadware tell them to get with it! NOW all dealers can sell the Roadware line! After July 1st, 2003, "Easyriders Stores" will be changing their names. Most will continue to carry the Easyriders Roadware line and we thank them for their loyalty and wish them continued success.

Below is a list of former "Easyriders Stores" and some "new" dealers that carry Easyriders Roadware—tell them you saw their name here.

Former Easyriders Stores

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Atlanta, GA
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Hog Heaven
Columbus, GA
(706) 321-1755

Big River Bikes
Quincy, IL
(217) 228-7433

KC Creations
Overland Park, KS
(913) 642-3279

The Bike Joint
Springfield, MO
(417) 891-9998

Rio Grande
NE, Albuquerque, NM
(505) 830-3279

Big Dog of Greensboro
Greensboro, NC
(336) 292-4262

Easy Eddie's
Huntersville, NC
(704) 875-2501

Americycle
Columbus, OH
(614) 224-9400

Strokers Dallas
Dallas, TX
(214) 357-0707

Big Dog of Houston
Houston, TX
(281) 752-6966

Rolling Thunder
Salt Lake City, UT
(801) 994-7888

Iron Core
Virginia Beach, VA
(757) 631-1443

New Easyriders Dealers

Mad Dog Custom Cycles
Agoura Hills, CA
(818) 706-3641

R&S Custom Cycle
Modesto, CA
(209) 538-4184

Sedalia Grill
Sedalia, CO
(303) 688-1249

2 Wheel Apparel
Dover, DE
(302) 698-3500

Dream Machines, USA
Lantana, FL
(561) 586-7777

Outlaw Leather & Chrome
Ocala, FL
(352) 620-8044

American V-twin
Orlando, FL
(407) 903-0058

Mid-Florida Cycle
Palm Bay, FL
(321) 952-9932

Classy Cycles
Panama City, FL
(850) 233-1391

Jim & Cindy's Biker Depot
Pinellas Park, FL
(727) 522-3588

Murph's Biker Leather
Glendale Heights, IL
(630) 752-1122

Mike's Motorcycle Clothing Co.
Rockford, IL
(815) 227-0900

Freedom Cycle
Brownstown, MI
(734) 479-0522

Bear Nasty
Becker, MN
(763) 261-5275

Hawg Wyld
Lee's Summit, MO
(816) 524-6107

Indian of Ocean Springs
Ocean Springs, MS
(228) 818-1997

Yellowstone Motorhed
West Yellowstone, MT
(406) 646-7666

Northeast Cycles
Conneaut, OH
(440) 599-1531

The Hawg Closet
Wooster, OH
(330) 263-7559

Heavy Metal Custom
Durant, OK
(580) 924-3338

B.S. Unlimited
Oklahoma City, OK
(405) 632-7956

Indian of Harrisburg
Wormleysburg, PA
(717) 975-2600

Jugs & Hardtails
Memphis, TN
(901) 388-3138

Cycle Pilot
Beaumont, TX
(409) 892-1128

Indian of Oshkosh
Oshkosh, WI
(866) 875-3671

To link to these shops go to www.easyriders.com

—DEALERS CALL NOW—

Easyriders Roadware New Accounts Department at 800-552-2846

EASYRIDERS' GUIDE TO

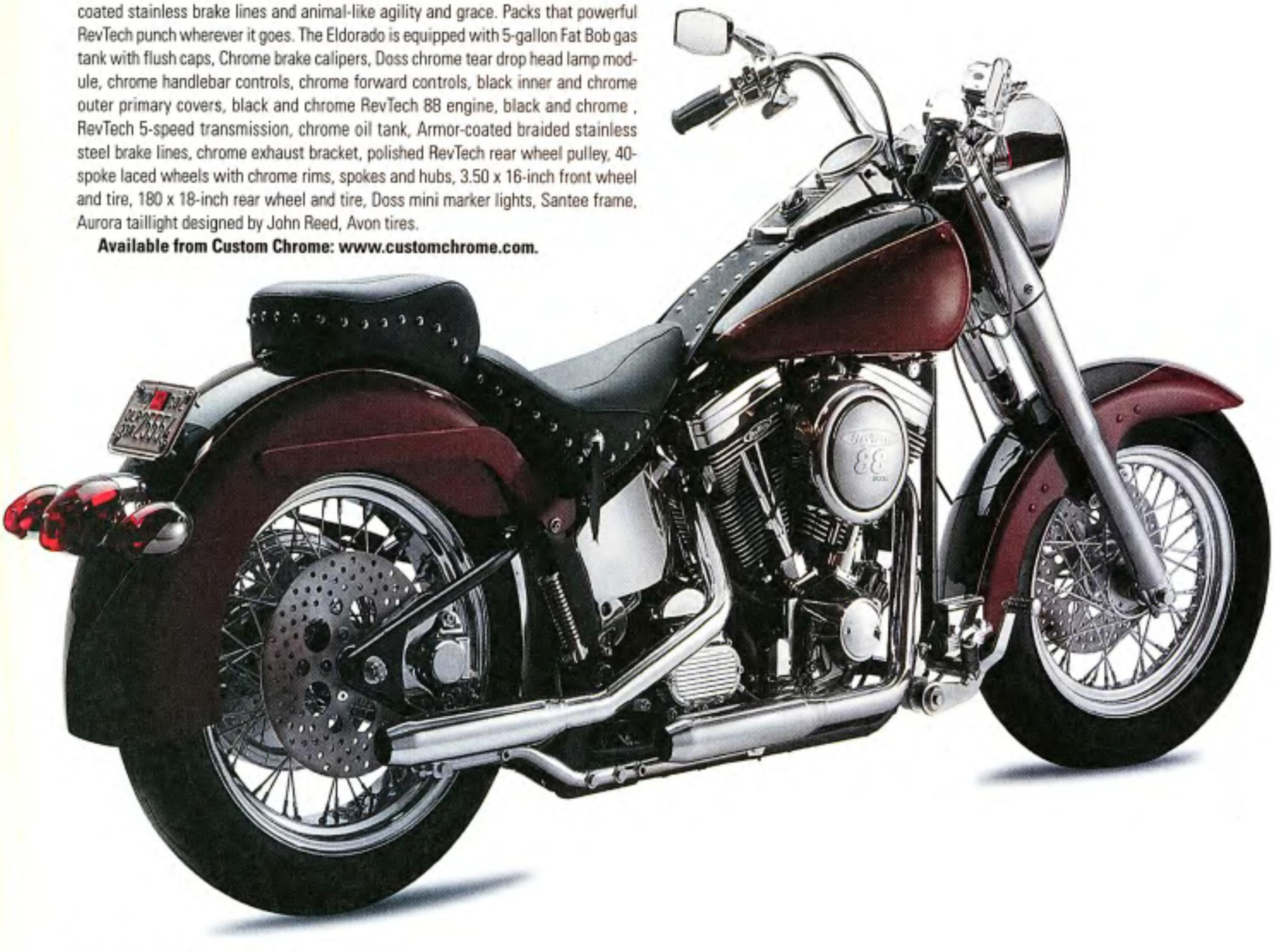
BIKE KITS

Bike kits have come a long way in a very short time. Gone, for the most part, are the days when you bought a bike kit that was advertised as complete, with everything in it supposedly fitting perfectly together, and all you had to do was piece the parts together...sort of like a 1,000-piece puzzle that you could do with your cup of coffee in front of you and a fire roaring in your fireplace. Of course, that was more utopian than realistic, but now we can honestly say: Welcome to Utopia! We're proud to report that the following kits do indeed come with everything you need, including the little details, like a motor and a tranny. There are companies, like MID-USA, that carry rolling chassis kits (minus the motor and tranny), but due to a severe shortage of space, we had to concentrate on the complete kits. Also, we have to let you know that the distributors of these kits recommend that the final assembly and testing of your kit bike should only be done by a qualified mechanic. Unless you are such a mechanic, you have been duely warned.... Now, get to buildin'! *—Kai R.*

EL DORADO

A sculpted steel invitation to explore all the roads less traveled. Jesse James rear fender, black and chrome powertrain, swoopy tank and tail, teardrop lighting, armor-coated stainless brake lines and animal-like agility and grace. Packs that powerful RevTech punch wherever it goes. The Eldorado is equipped with 5-gallon Fat Bob gas tank with flush caps, Chrome brake calipers, Doss chrome tear drop head lamp module, chrome handlebar controls, chrome forward controls, black inner and chrome outer primary covers, black and chrome RevTech 88 engine, black and chrome , RevTech 5-speed transmission, chrome oil tank, Armor-coated braided stainless steel brake lines, chrome exhaust bracket, polished RevTech rear wheel pulley, 40-spoke laced wheels with chrome rims, spokes and hubs, 3.50 x 16-inch front wheel and tire, 180 x 18-inch rear wheel and tire, Doss mini marker lights, Santee frame, Aurora taillight designed by John Reed, Avon tires.

Available from Custom Chrome: www.customchrome.com.

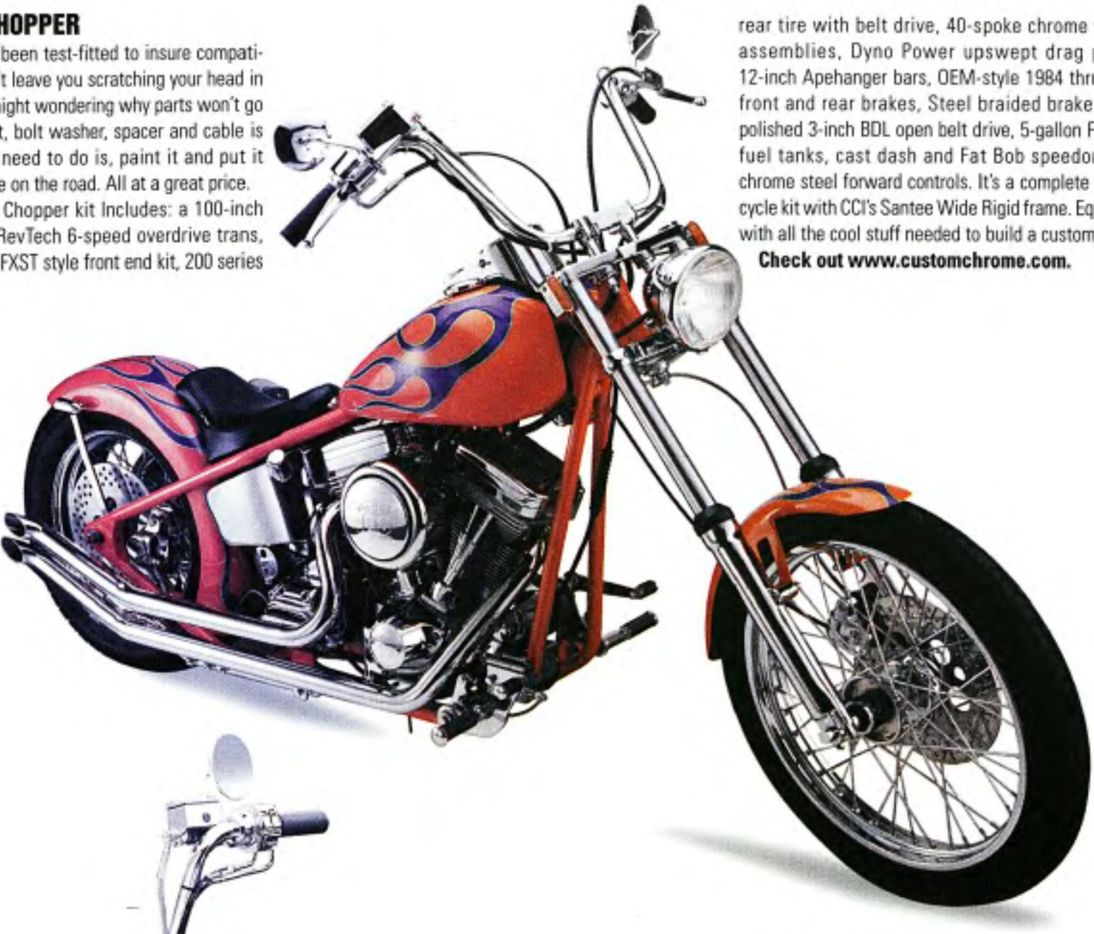


HARDCORE CHOPPER

All the parts have been test-fitted to insure compatibility. This kit won't leave you scratching your head in the middle of the night wondering why parts won't go together. Every nut, bolt washer, spacer and cable is included. All you need to do is, paint it and put it together and you're on the road. All at a great price.

Hardcore Rigid Chopper kit Includes: a 100-inch RevTech engine, RevTech 6-speed overdrive trans, 2-inch over-length FXST style front end kit, 200 series rear tire with belt drive, 40-spoke chrome wheel assemblies, Dyno Power upswept drag pipes, 12-inch Apehanger bars, OEM-style 1984 thru 1999 front and rear brakes, Steel braided brake lines, polished 3-inch BDL open belt drive, 5-gallon Fat Bob fuel tanks, cast dash and Fat Bob speedometer, chrome steel forward controls. It's a complete motorcycle kit with CCI's Santee Wide Rigid frame. Equipped with all the cool stuff needed to build a custom chop.

Check out www.customchrome.com.

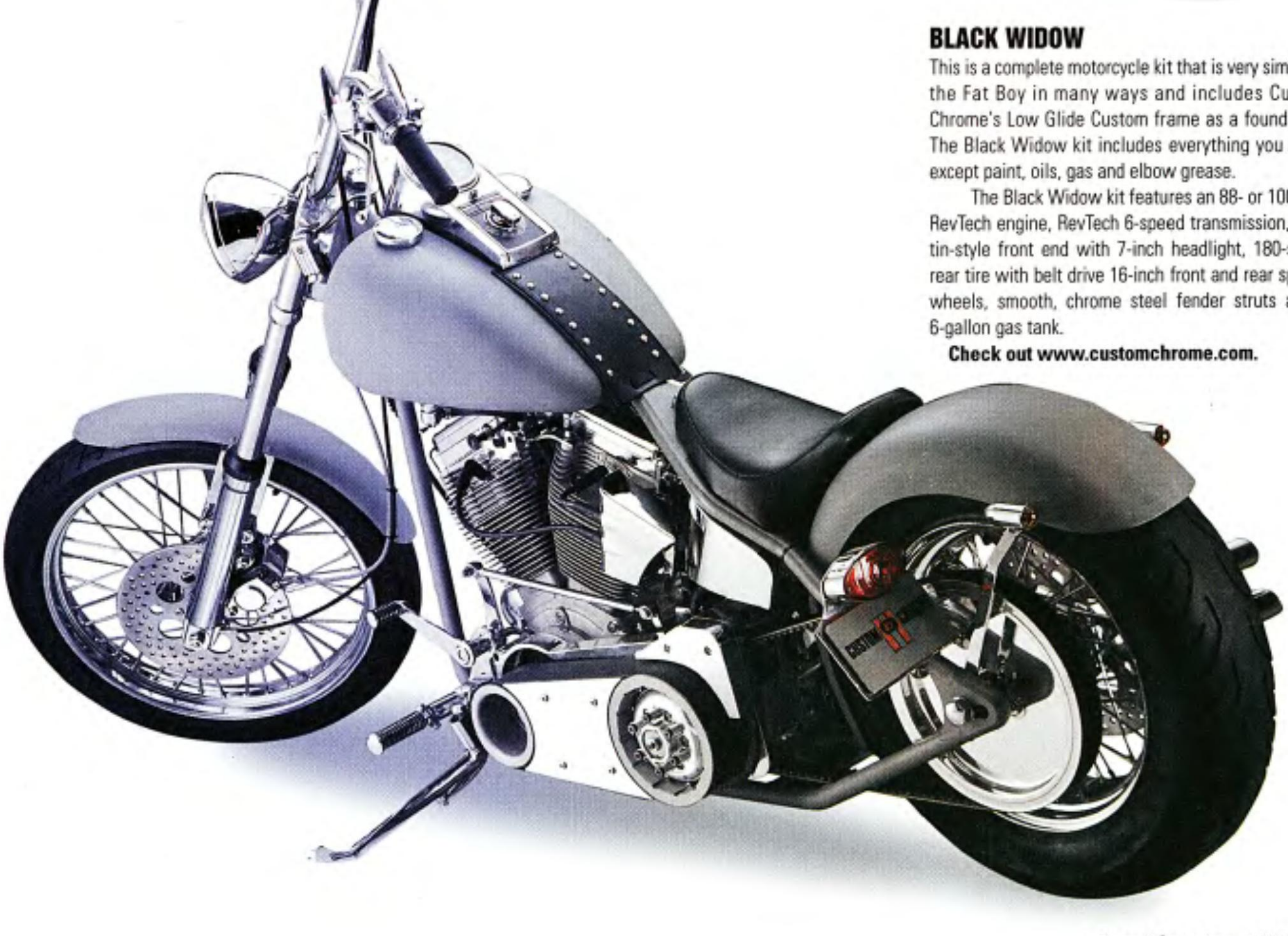


BLACK WIDOW

This is a complete motorcycle kit that is very similar to the Fat Boy in many ways and includes Custom Chrome's Low Glide Custom frame as a foundation. The Black Widow kit includes everything you need, except paint, oils, gas and elbow grease.

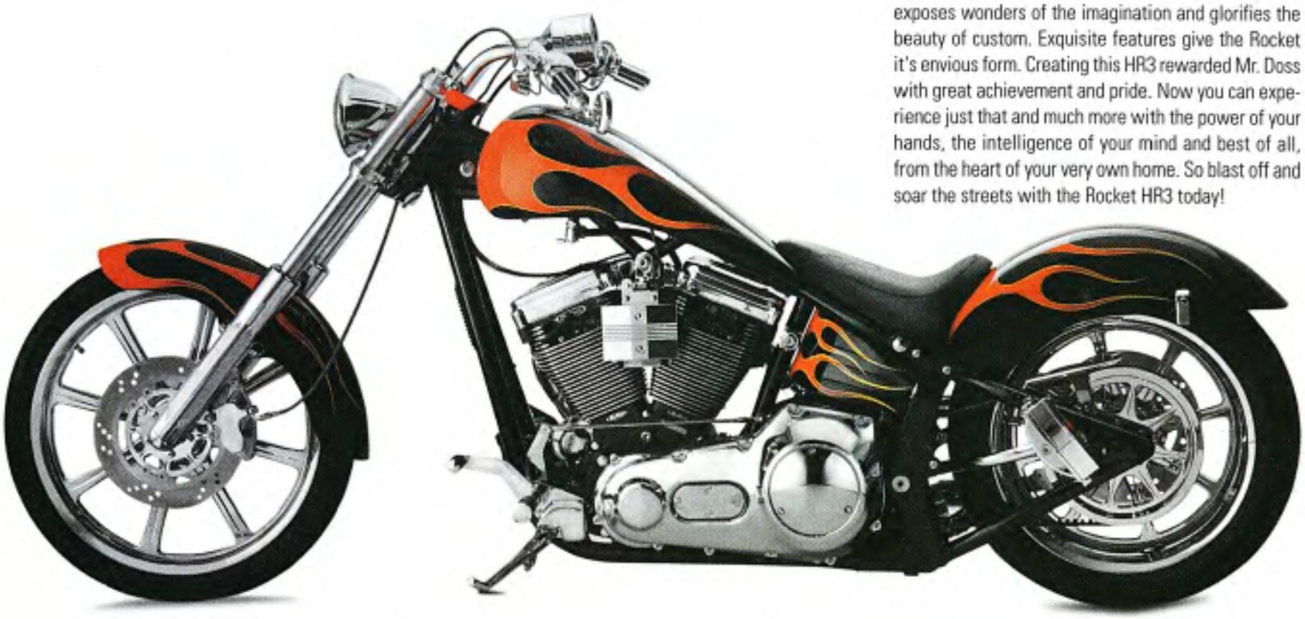
The Black Widow kit features an 88- or 100-inch RevTech engine, RevTech 6-speed transmission, FLST tin-style front end with 7-inch headlight, 180-series rear tire with belt drive 16-inch front and rear spoked wheels, smooth, chrome steel fender struts and a 6-gallon gas tank.

Check out www.customchrome.com.



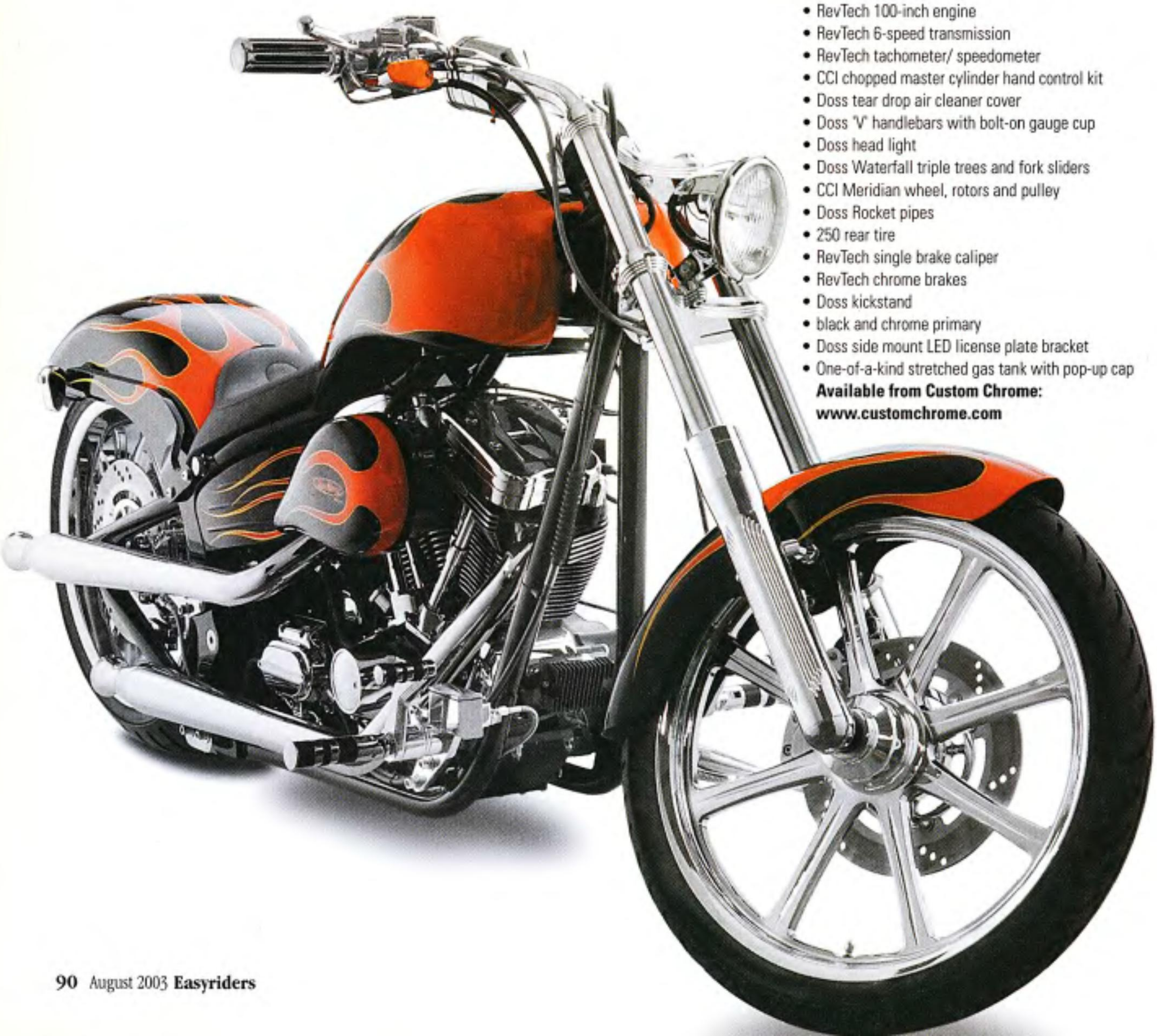
DOSS ROCKET

Another beautiful creation masterminded by veteran bike builder, Rick Doss. This immaculate HR3 kit exposes wonders of the imagination and glorifies the beauty of custom. Exquisite features give the Rocket it's envious form. Creating this HR3 rewarded Mr. Doss with great achievement and pride. Now you can experience just that and much more with the power of your hands, the intelligence of your mind and best of all, from the heart of your very own home. So blast off and soar the streets with the Rocket HR3 today!



- RevTech 100-inch engine
- RevTech 6-speed transmission
- RevTech tachometer/ speedometer
- CCI chopped master cylinder hand control kit
- Doss tear drop air cleaner cover
- Doss 'V' handlebars with bolt-on gauge cup
- Doss head light
- Doss Waterfall triple trees and fork sliders
- CCI Meridian wheel, rotors and pulley
- Doss Rocket pipes
- 250 rear tire
- RevTech single brake caliper
- RevTech chrome brakes
- Doss kickstand
- black and chrome primary
- Doss side mount LED license plate bracket
- One-of-a-kind stretched gas tank with pop-up cap

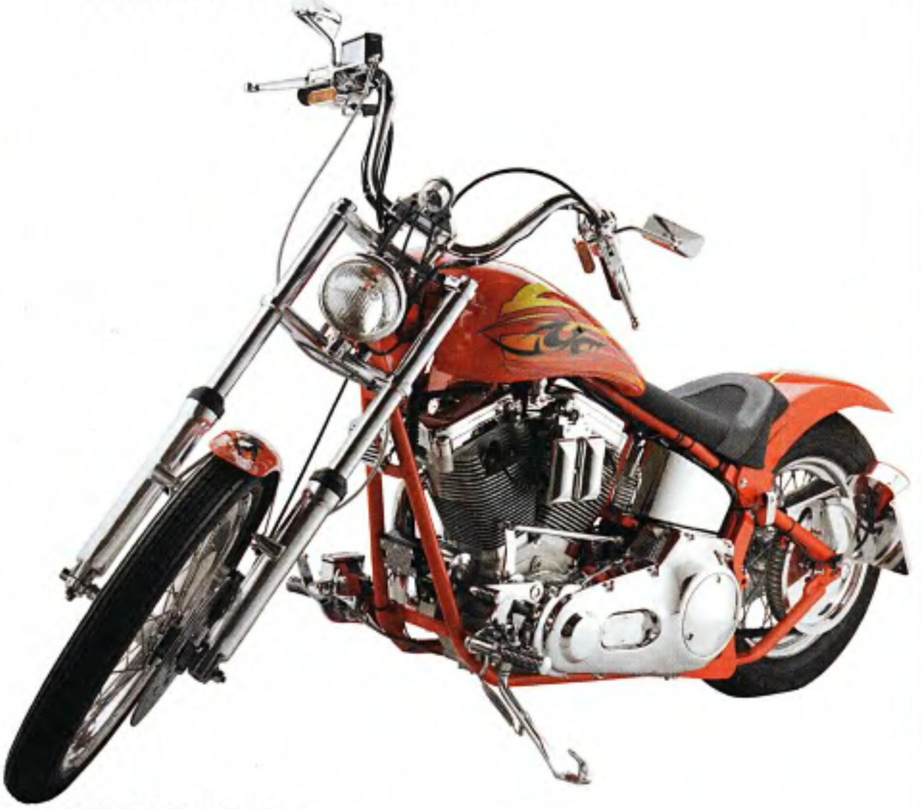
Available from Custom Chrome: www.customchrome.com



NEMESIS

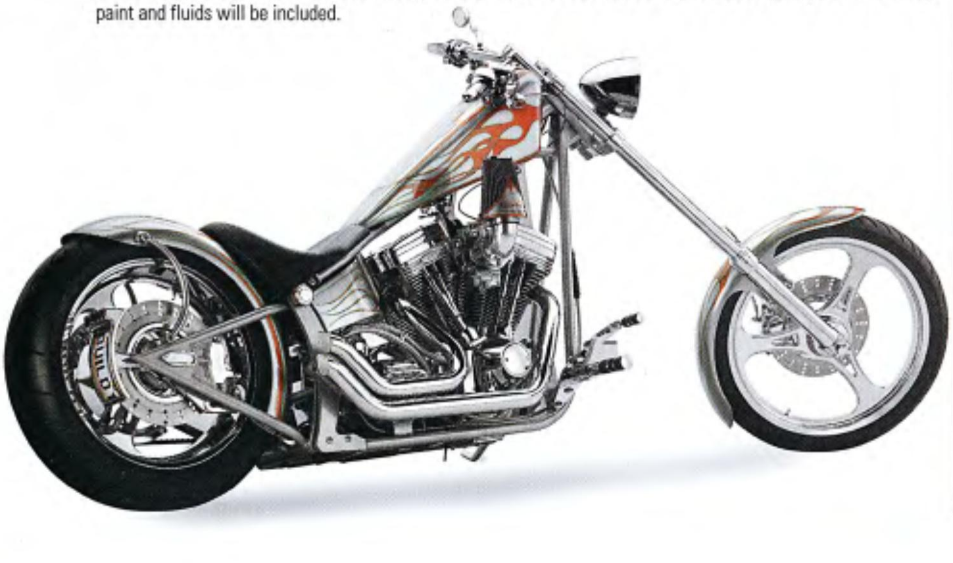
Based upon the Santee D&D 3-inch stretched frame, the Nemesis features full suspension and a meaty 5.50 x 16-inch rear tire. With a 100-inch engine, dual coils, strutless rear fender by Milwaukee Iron, 1-piece stretched tank, billet triple trees, custom seat and mini speedo this is a custom bike kit that's priced like a stocker. Like all Build Your Own Bike kits, everything is included to B-Y-O-B from scratch: 1-piece, 4-gallon gas tank, strutless rear fender, chrome brake caliper, chrome billet aluminum triple trees, chrome handlebar controls, chrome forward controls, chrome primary drive, dual RevTech coils, RevTech 100-inch engine, RevTech 5-Speed trans, chrome oil tank, Armor-coated braided stainless steel brake lines, chrome exhaust bracket, chrome aluminum side mount license plate, polished RevTech rear wheel pulley, 40-spoke laced wheels, 21-inch front tire, 5.50 x 16-inch rear tire, Rick Doss mini marker lights, mini speedometer, Santee D&D stretched frame. For those who believe that bigger is better, you can replace the 5.50 tire with an even beefier 180-width tire.

For more info, check www.customchrome.com.



PAUL YAFFE CHOPPER

What would you expect when the world's largest aftermarket parts company, Custom Chrome, and one of the world's foremost custom bike designers, Paul Yaffe, collaborate on a designer bike kit? You should expect a radical chopper profile, powered by a 100-inch, show-polished Rev-Tech motor, smothered with Paul Yaffe Original parts. This is the first build-it-yourself bike kit with proprietary sheet metal made exclusively for the project. This Chopper is based on a Paul Yaffe softail-style frame with a 6-inch upward stretch and a whopping 46 degrees of overall rake, the stance of this modern chopper screams to be noticed. Paul says that everything you need except paint and fluids will be included.



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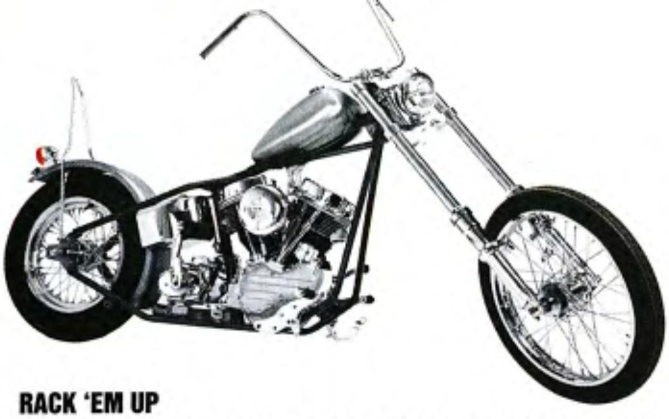
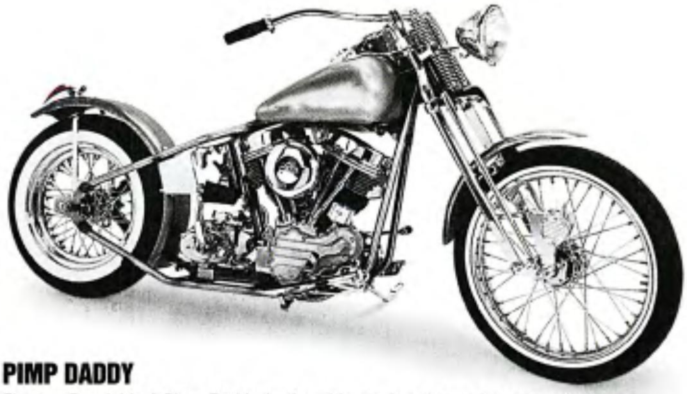


RACK 'EM UP

The Rack 'Em Up is what a chopper should be. All the essentials for an awesome chopped panhead in convenient kit form. The kit comes complete with an 88-inch Pandemonium engine, complete with S&S Super E carb and Mallory Unilite distributor, straightleg-style rigid frame for chain rear drive, six-inch stretch in down-tubes and 38-degree rake, chromed 41mm billet triple trees with seven-degree rake, bottom-mount, 12V headlight, 6-inch over chromed fork tubes and dual-disc lower leg assembly, 16-inch apehanger handlebars, riser assembly and heavy-duty bushing kit, 21-inch chromed 40-spoke front wheel with an Avon tire, rim strip, tube and axle kit, 16-inch chromed 40 spoke rear wheel with 5.10 X 16 Avon Road Runner tire, rim strip, tube and axle kit, chromed 3.5-quart, side-fill horseshoe oil tank, 3.3-gallon, double-cap Mustang-style gas tank, 6-inch flat rear fender with sissybar, bullet-style taillight and a bunch more. "Rack 'em Up' is also available as a rolling chassis kit.

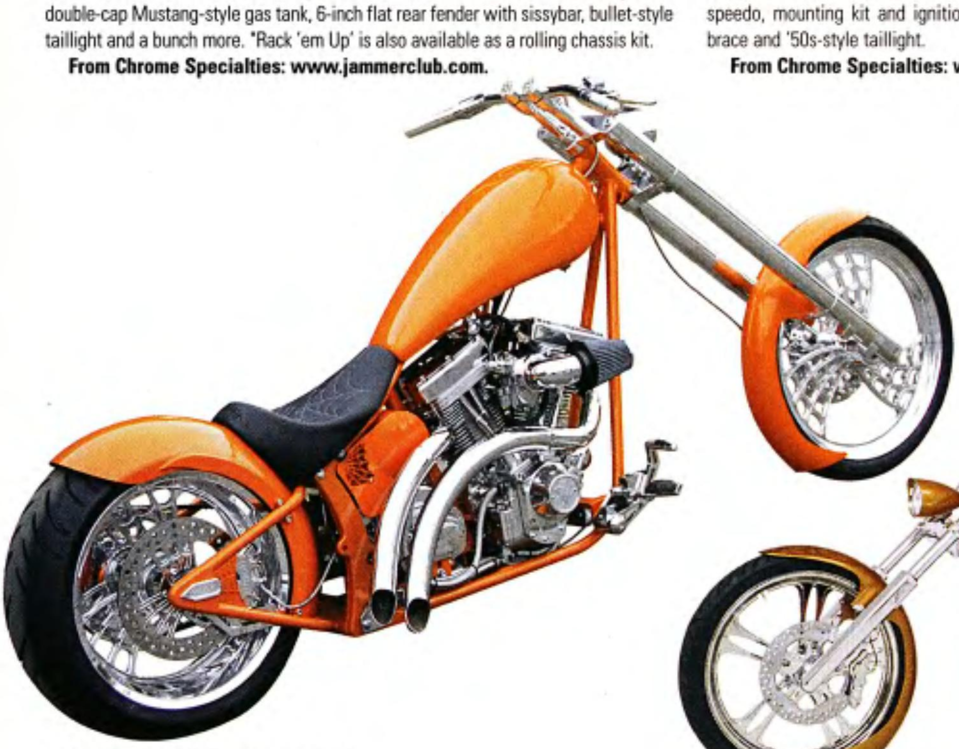
From Chrome Specialties: www.jammerclub.com.



PIMP DADDY

Chrome Specialties' Pimp Daddy is the ultimate in retro-cool, patterned after a bobbed '48 panhead — 88-inch Pandemonium engine with S&S Super E carb and Mallory Unilite distributor, RevTech 4-speed kickstart tranny, Straight-leg rigid frame for chain rear drive. 2-inch stretch in down-tubes and 33 degree rake, old-style oval floorboards, Jammer stock-length springer with axle kit and fender, GMA billet dual-action front brake caliper and hardware, White Bros. 36-inch wide Bikini Beach Bars with 3-inch vintage risers, throttle assembly and vintage grips, 21-inch chromed 40-spoke front wheel with 90/90H X 21 Avon Venom-X whitewall tire, rim strip and tube, 16-inch chromed 40-spoke rear wheel with an Avon Venom-X whitewall tire, 3.5-gallon Fat Bob-style gas tanks, chrome cateye dash kit with 1:1 ratio white-face speedo, mounting kit and ignition switch, 6-inch flat rear fender, chrome fender brace and '50s-style taillight.

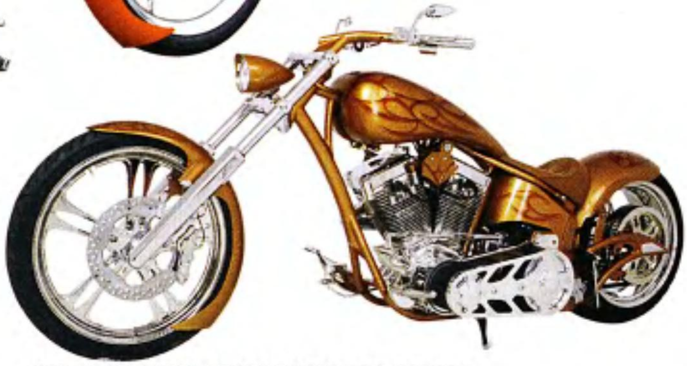
From Chrome Specialties: www.jammerclub.com.



BIG BEAR CHOPPER'S REAPER

Big Bear Choppers is a licensed motorcycle manufacturer and dealer. When you buy a BBC Reaper or Venom motorcycle, assembled by BBC, you are purchasing a manufactured motorcycle, not a Special Construction, which means, you can finance your bike. It also makes registering and insuring your bike a breeze. The Reaper comes with 100-hp, 100-inch RevTech show-polished motor with 2-year/20,000-mile warranty, RevTech 6-speed overdrive show polished transmission, 3-inch open BDL show-polished belt drive, DOM seamless tubing frame, 6-inch stretch-down tube, 3-inch stretch backbone, neck rake: 40 degrees, BBC Web design neck, Accutronix triple tree with 6-degree rake, 3-3/4-inch front end trail, 6-inch risers, 26-inch 14-gauge steel, 4.8-gallon capacity BBC custom fuel tank with flush mount pop-up gas cap, BBC custom 12-gauge steel fenders, BBC custom 14-gauge steel oil tank with web cutout design, Mikuni HRS 42 Carb, Revtech 50 Cam, Santee Shot Gun pipes, Venom Avon tires: 10-inch, 250 series rear tire, 21-inch front, Pro One Polished Billet Wheels, Pro One lower legs, Billet forward controls, 4-piston Billet brakes, stainless steel clearcoat cables, CCI Chroming...

Available with many additional options from Kevin Alsop of Big Bear Choppers: 909-878-4340; www.bigbearchoppers.com.



BIG BEAR CHOPPER'S VENOM PRO-STREET

Big Bear Choppers supplies you with a PO (Purchase Order) and a Big Bear Choppers MSO (Manufacturers Statement of Origin), and you're on your way to ride. The Venom Pro-Street comes with 100-hp, 100-inch RevTech show-polished motor with 2-year/20,000-mile warranty, RevTech six-speed overdrive show polished transmission, three-inch open BDL show polished belt drive, stretch option DOM seamless tubing frame, 6-inch stretch down tube, 29-1/2-inch backbone, neck rake: 40 degrees, Accutronix triple tree with 6-degree rake, 3-3/4-inch Front end trail, 6-inch risers, single downtube, fang tooth swingarm design, 26-inch 14-gauge steel, 4.8-gallon capacity BBC custom fuel tank with flush mount pop-up gas cap, BBC custom 12-gauge steel fenders, BBC custom 14-gauge steel oil tank, Mikuni HRS 42 Carb, Revtech 50 Cam, Santee Shot Gun pipes, Venom Avon tires: 10-inch 250 series rear tire, 21-inch front tire, Pro-One polished billet wheels, Pro-One lower legs, billet forward controls, 4-piston billet brakes, four stainless steel clearcoat cables, CCI chroming.

Available in both Pro-Street and Chopper versions with many additional options and motor/tranny configurations from Kevin Alsop of Big Bear Choppers: 909-878-4340; www.bigbearchoppers.com.

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MEETIN' AND GREETIN' AT BARB'S PLACE

The Philadelphia Story—Jersey Version

The day broke clean and clear in the Delaware River Region encompassing Philadelphia and South Jersey. A Harley dealership had been infused with new life, freshened with new paint and readied-up for its grand re-opening debut on the pike—926 Black Horse Pike, to be exact, in West Collingswood Heights, New Jersey.

A gigantic orange and black, can't-miss-it sign, installed the night before, was the final piece capping off the renovation of a former appliance store and warehouse that had stood on the corner, ignored, forlorn and dreary for years. A dismal blight upon the neighborhood. But it was now spruced up, turning from a bag lady to a show-stoppin', head-turnin' babe on the boulevard. She exuded an air of success and progress for the entire area.

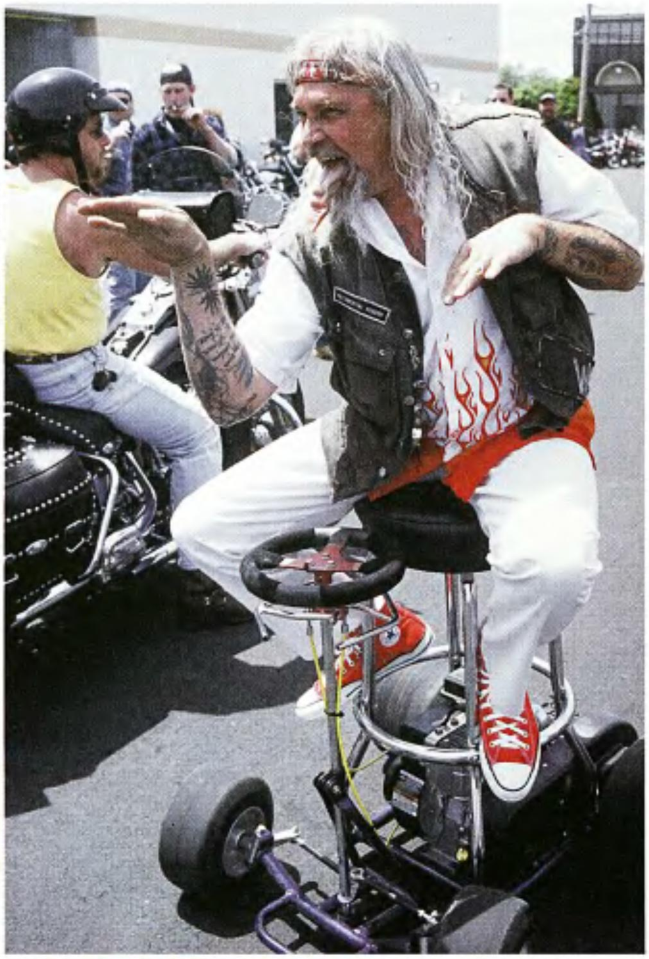
For Barbara Borowiec, the owner and namesake of Barb's Harley-Davidson/Buell of Camden County Inc., "The closest Harley dealership to Philly," as their slogan goes, the weather cooperated. It was a beautiful thing, especially with all the activities planned for the two-wheeled troops. It's not always blue skies and mild temps for this annual spring riding-season appreciation fest for Barb's customers. Once, even in a soaker, hardy bikers showed up in mass.

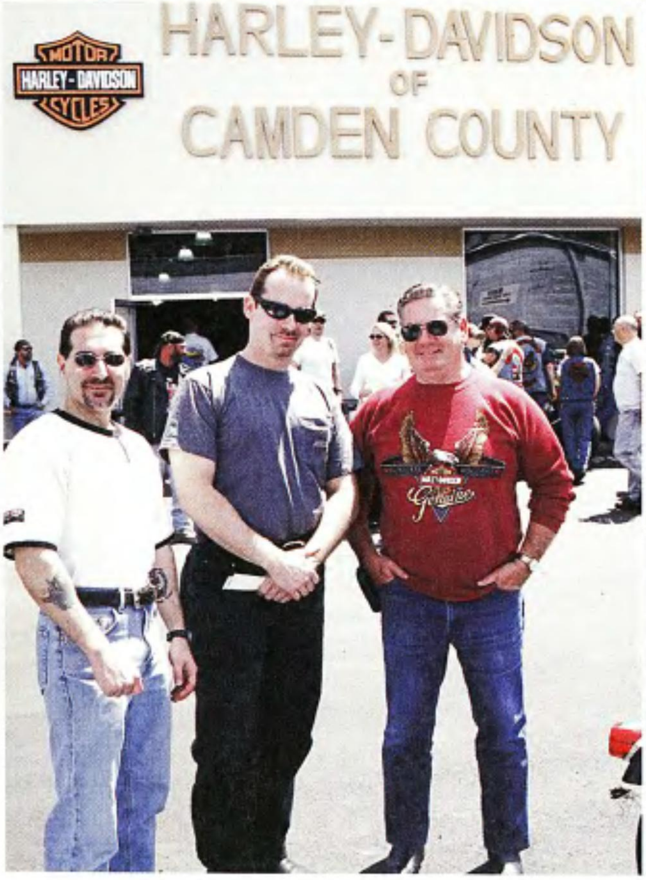
Moving a business less than a mile down the block might not seem like much, but it might as well have been a million miles. How do you put a value on space? Being able to display the wide variety of motorcycles, and to properly and adequately show off the full line of fine Harley-Davidson Motor Clothes, merchandise, parts and collectible items, yet still have room for spacious service bays, sales and staff meeting offices, with a lunchroom to boot was a breath of fresh air for her hard-working, dedicated crew. By expanding her operation Barb was better able to make good on her shop's mission statement: "To give our customers the highest quality of service and satisfaction by supplying them with a product we believe in."

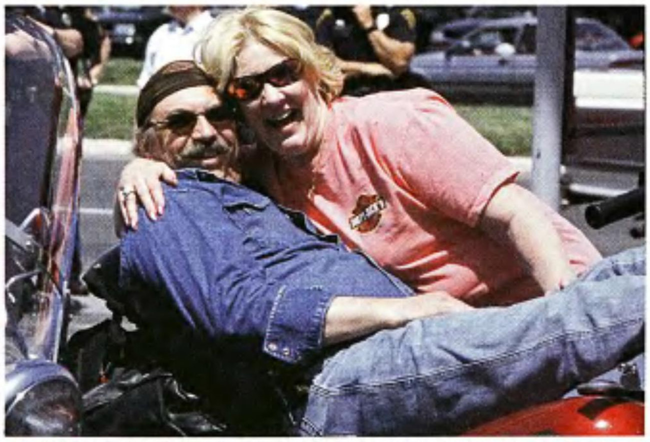
It was like a three-ring circus around the enormous 65,000-square-foot property. Local Vietnam Vet clubbers offered tickets for an upcoming charity bike raffle, while dispensing literature on current hot-button military issues. Two tight tarts from the local Hooters were next to a rugged-lookin' hockey player, Frank "The Animal" Bialowas. He played and fought for the Philly Phantoms. The Animal was signing autographs for kids in between sideways glances at the hotties. Who could blame him?

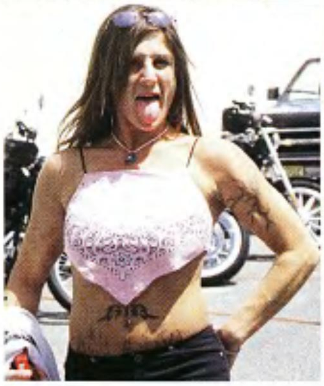
There was a huge parking lot used for weekend rider education courses under the tutelage of Harley's Riders Edge program. However, last May 11 that lot had a tent on it, stuffed with old and obsolete genuine Harley parts, slashed to sell, and slow-moving clothing and footwear at cheap prices. Later in the morning, over 100 Harleys of all type and distinction took over the parking lot in the annual H-DBCC Bike Show.

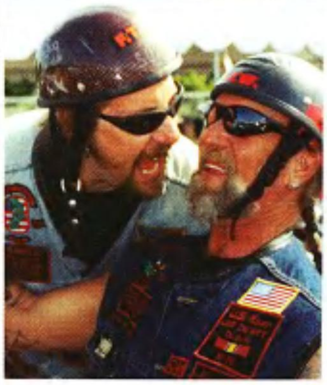
Everything from old-school bar hoppers and antique restorations to brand-new customs were displayed. Helping to oversee the judging was veteran builder and custom innovator of international renown, David Perewitz, from Cycle Fabrications in Brockton, Massachusetts. Fresh from his TV debut on Discovery Channel's *The Great Biker Build-Off, Part Two*, David had made the trek down for the upteenth time with his daughter, Jody, who is very scooter-savvy herself. Dave's presence, with his vast two-wheeled experience and technical




MOTOR HARLEY-DAVIDSON CYCLES
HARLEY-DAVIDSON
OF
CAMDEN COUNTY







Photos: Kim Peterson

expertise legitimized and validated the proceedings.

Out on the edge of the bike show a large stage was set up for a fashion show, as well as a great blues band, Mark Stinger and the Groove Masters. The troops who were being fed hot dogs, burgers and sodas, free, with an extra treat by a guy named John from the bayou who got a crayfish boil goin' out back.

Those with cast-iron stomach linings were enticed to the stage to watch the culinary magic of Biker Billy. Folks were invited to eat the wonderful mystery meat and tasty delicacies prepared by the internationally famous gourmet of the highway. Biker Billy and his *Cooks With Fire* recipes have made numerous TV appearances as well as biker functions around the country [His latest book is *Hog Wild on a Harley Cookbook —Ed.*].

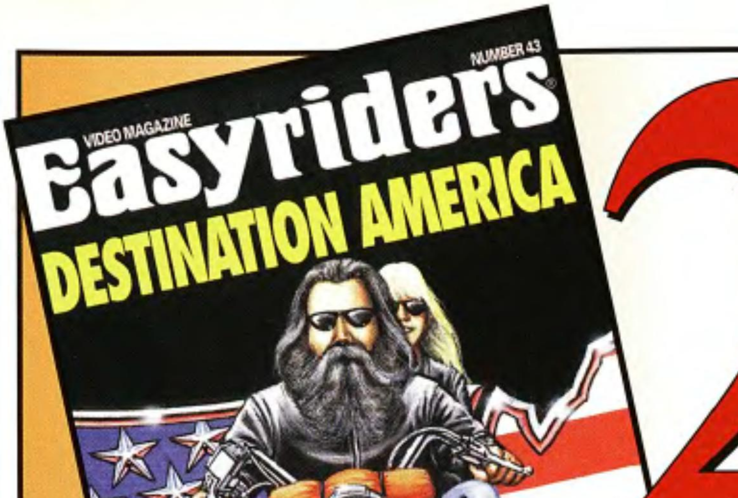
On the other side of the building was the "Hardest Working Man In Ice Cream," that motorcycling mirth-maker himself, the Ice Cream Man From Hell. Decked out in flames and pinstripes, aboard his '50s-era Servi Car, the ICMFH has lent his entertainment talents to Barb for years.

Mingling among the sun-drenched Philly/South Jersey throng was a phalanx of Harley-Davidson corporate execs who had come to put their stamp of approval on the affair. The Motor Company's new CEO, Jim McCaslin was on hand heading up an entourage that included Director of Field Operations Bill Evers, Regional Manager Mike Milicki, Harley-Davidson Vice President of Parts and Accessories Ron Hutchinson, Service Operations Rep. Bob Conway, and District Manager John Nowicki. They seemed to enjoy the party atmosphere of the crowd, the professionalism of the staff and the realization of yet another H-D gold mine in their midst.

With all the sports stars and biker celebs she can wrangle, Barb Borowiec has put her shop on the map. But it hasn't simply been by seeking out local celebrities, or making calls to industry friends requesting appearances. No, the people who support her business do so because they understand her love for riding Harley-Davidson motorcycles, and her equally boundless passion for sharing that enthusiasm for the road with others.

—Cheesesteakmouth

2 VIDEOS FOR THE PRICE OF 1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MCGINLEY'S LION SHARE PRO-STREET

Gary McGinley's job requires him to do quite a bit of traveling in his duties as a lion trainer. Maybe you didn't hear me very well, I said, LION TRAINER!

Definitely not the most common occupation in the world, and there are safer ways to earn a living, but hey, somebody has to do it. As you might imagine, a vocation such as this would cause someone to find a slightly extreme way to relax. Gary figured riding around on an incredibly beautiful one-of-a-kind custom bike would do the trick perfectly.

Among his travels Gary found himself in Daytona Beach, Florida, last year during Biketoberfest where he met with Cecil Combs owner of Combs Custom Cycles (www.combscustomcycles.com). A few plans were made and in only four short months, he was rolling around on this ferocious ride. Combs Custom Cycles is located in the sprawling town of Leburn, Kentucky, population 900. When we finally got CCC owner Cecil to the phone, he apologized for being difficult to reach. After all, it was another in a series of long nights building killer rides that aren't for the faint of heart.

There's a lot of detail work that goes into scooters like these. We were informed that the kind of bikes that CCC is doing are all a little bit "way out!" compared to this one. Gary's bike is their "base" model. Priced at around $55,000, it is a good jumping off point for the higher-end custom bike customer. Certainly affordable to a guy with enough talent to make a lion jump through a ring with nothing more than a whip and a chair to control him.

Combs Custom Cycles builds around eight bikes per year, but they are all gems. You can see them on the covers of nearly every bike magazine and taking iron at every show they attend. CCC delivered this bike to Gary on a Friday and that same weekend, it took Best of Show as well as best engine at a local competition near Gary's hometown of Jacksonville, Florida. Here is their previously secret formula for show-winning, head-turning appeal: No weak links.

It starts when David gets a hold of the motor, in this case a 113-inch Patrick Racing mill that gets special attention. Danny and Philip are in charge of throwing sparks and making metal magic. They're the guys that make the usual parts seem unusual, the normal a bit abnormal—in a good way. Assembly chores at Combs are expertly handled by Marshall and Malby. To complete the formula there is always one special ingredient, and in this shop it is always "Old Man" who has to take up the slack and bring it all together. For this lion-sized project, they needed the efforts of Mark Coats' fine paintwork and Keith's seat stitchery to keep the savagery at an acceptable level.

CCC is doing a lot of rolling chassis work, but can handle any stage of completion with any type of bike that you can think of, including consultation. All the guys at CCC are dedicated to a level of excellence that you won't easily find elsewhere. Check out this mean Pro-Street beast. It's cleaner than the bones of a lion's kill.

CCC is the creator of the cleanest frame we've ever seen. Click on their Web site to find some pictures of their tubeless frame with no downtube in the front and a single-sided 250 swingarm, as well as other one off wonders like their carbon fiber tanks and fenders, or their handcrafted "EaRtH ShAkEr 2" exhaust pipes.

Meanwhile, back in the lion's cage, Gary, disguised as a lion tamer, remembered to keep his powder dry, his shiny side up, and his whip crackin'. Speakin of whip crackin'...this month's Fox Hunt Winner, the ever-pleasin' Paula, is looking whip-snappin', lip-smackin' good by prowling and pawing all over Gary's very potent Pro-Street beast.

—Da Cheese

Owner: .... Gary McGinley
City: .... Jacksonville, Florida

General

Fabrication: .... Combs Custom Cycles
Year/make: .. 2003 Combs Custom
Model: .... Pro-Street
Assembly: .. Combs Custom Cycle
Time: .... 4 months
Chroming: .. Atlantic Coast Plating

Engine

Year: 2003
Rebuilder: .... Patrick Racing
Displacement: .... 113 cubic inches
Cam: .... Patrick Racing
Carb: .... Mikuni HSR42
Pipes: .... Grumpy's

Transmission

Year/make: 2003/Baker 6-speed

Painting

Molding: .. Combs Custom Cycles
Painter: .... Mark Coats
Color: .... Orange Kandy
Type: .... House of Kolor
Special paint: .... Mark Coats

Frame

Year/make: .... 2003/War Eagle
Type: .... Pro-Street
Rake: .... 45 degrees
Stretch: .... 5 inches back
Shocks: .... Tricky Air

Accessories

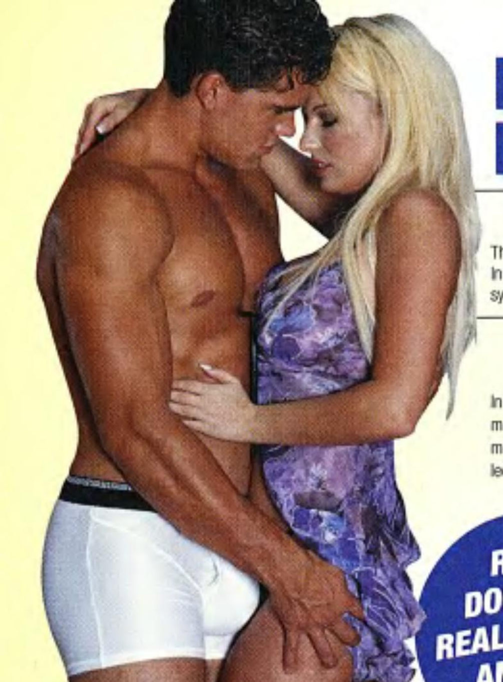
Handlebars: .... Combs Custom Cycles
Handlebar controls: .. Performance Machine
Fenders: .. Combs Custom Cycles
Headlight: .... Headwinds
Taillight: .... Paul Yaffe/ Cecil Combs
Pegs: .... Arlen Ness
Foot controls: .... Arlen Ness
Gas tank: .. Combs Custom Cycles
Oil tank: .... Combs Custom Cycles
Seat: .... Keith's
Grips: .... Perse

Front end

Type: .... wide 3-degree trees
Builder: .... Perse

Wheels

Make: .... Combs Custom Cycles
Size: .... 21 x 2.25 front/ 18 x 9.5 rear
Tires: .... Avon
Brakes: ...... Performance Machine
Photos: .... Don Rogers



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–TM, Oklahoma

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–RC, South Carolina

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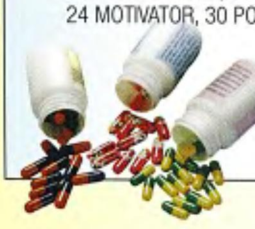

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Avoid Roommates, Drug Dealers And

People often ask me how I got to be the way I am. What influenced my youth and made me the unique individual I am today. Well, actually, the question is usually posed as "How did you get so fucked up?" but I get the point. There are many events that help us become the adults we are. The following little story is but one snippet from my formative years that helped set and keep me on the straight and narrow (sort of). Every word of it is true…even the weird shit.

Without a doubt, one of the strangest human relationships is that of being or having a roommate. I'm not talking about the naked fun, gonna get married someday if we don't get sick of each other first roommates. What I refer to is two or more people, sharing the rent and cable bill, but not each other's bedrooms. Like me and Big Dave, for example.

Dave and I went to school together, and when we graduated we moved off to the big city to get us a place to live. We found a delightful, two-bedroom bungalow with fire engine red carpet and a drug dealer next door. It had all the comforts of home, only without the furniture, groceries, television, and standards of hygiene. We made up for the shortcomings of the house by drinking heavily and eating over the sink.

Due to economic difficulties, being that we were spending all of our income on beer, Dave and I took in another roommate. His name was Jerry. Jerry wasn't easy to get along with, even on his good days, which were few and far between. He played music we didn't like, ate our groceries and even had the nerve to drink our beer without chipping in any cash. Unlike Dave and myself, Jerry was always clean. He'd shower constantly and then wander the house in a much too short housecoat. He'd come out of the shower, flop down in the recliner and sit there with everything hanging out all over the place. Sometimes it haunts me in my dreams and I haven't been able to look at a recliner since without the image on Jerry's wanker looking up at me like a snake hiding in a fur coat.

When Jerry wasn't standing in the shower or flashing his fiddle stick, he was sitting in the tub or talking on the phone. Sometimes he'd combine the two. There's nothing quite like returning home after a hard day's work and having to relieve yourself in the backyard because your roomy is having phone sex with his girlfriend in the very tub you often sleep in on Saturday night. It wasn't long after this that we decided he had to go. When we kicked him out he stole our Cheese Whiz and the light bulb out of his room. We partied like animals all night long. Actually, we did that every night, but this time it just seemed special.

Once Jerry was out of the picture, we never did take in another roommate. We were barely able to pay rent, surviving on fish and chips and the occasional rabbit that Dave went out and shot on the weekend (no, I'm not kidding). I lost a lot of weight, but Dave would eat anything that showed up on the doorstep. I personally saw him eat pig's foot soup right out of the pot, and on one occasion, I'm pretty sure he cooked up some road-kill. All I know is we ended up with a fridge full of funky looking stew and a dog collar.

I never suspected though, just how far Dave's hunger could drive him. Like I said, he'd eat anything, but I didn't really think he'd eat anything.

I left Dave alone one weekend while I attended to other business, which involved trying to find somebody to have sex with me. Being alone, Dave got into the beer pretty early that afternoon. When Dave drank heavily, which was the only way we drank in those days, he took on the personality of a big, slightly retarded orangutan. He just sat there happy, scratching and smiling. This was the condition he was in when the drug dealers from next door invited him to a party. Dave made the mistake of going.

We liked to party, but weren't druggies, so the party next door was a pretty freaky scene. There were a lot of tattooed and pierced people in various states of decay. Men and women walking around with no shirts on, in a stoned daze. Now, good judgment wasn't Dave's strong point even when he was sober. Being drunk, he didn't have a chance.

Eventually it had to happen. With all the chemicals and homegrown herbs floating around the room, some of it managed to find it's way into Dave's system. He said, at first, he didn't think the dope had any effect on him. He continued to believe this right up to the moment he realized he was paralyzed from the ears down.

The party went on around him and Dave sat there, completely unable to move. Not a finger, not a toe. Eventually, as the effects wore off, Dave regained his ability to move. Once he was mobile he immediately headed for the safety of our house. Even once inside though, with the door locked behind him, he still had a problem. He was a long way from straight. The floors all seemed to slope up and the lights were way too bright. This, however wasn't his biggest problem. Dave had a case of the munchies.

Dave could muster a pretty good appetite normally, let alone with a head full of wacky tabacky. He scoured the cupboards searching for anything edible, but the closest he came was a can of cooking spray and some emergency candles.

Next he checked the refrigerator. The freezer section contained nothing but a solid mass of ice. It was in one of the lower drawers, the one marked produce, which hadn't contained any since we'd lived there, that he found the object of his hunt. Bacon: sweet, delicious, bacon. A whole pound of it. Dave felt tears of joy cloud his eyes as he pulled his bounty from it's frosty container. Now he could quench his insane hunger. Dave ate the bacon. He just didn't bother to cook it first. That's right, in his feeding frenzy my roommate ate a pound of raw bacon.

When Dave confessed what he'd done I almost wretched on the spot. Lord knows what kind of parasites or diseases he could have caught. Come to think of it he did look a little pale for the next year or so.

We're always trying to keep kids on the straight and narrow. Stay off drugs, just say no and all that stuff. I tell you, the picture in my mind of Dave sitting at the kitchen table with raw pork fat dripping off his chin was enough to scare me straight.

Dave and I lived together for some time after this and he never ate anything raw except for maybe a carrot. To this day the smell of bacon and the sight of red carpet still makes me want to hurl.

At this point you may be wondering why I'm telling you this sordid story? Actually it's simple. If you want to live a clean, healthy life, its a good idea to avoid roommates, drug dealers and bacon. It won't cure all that ails you, but hey, what can it hurt? *—Greg White*

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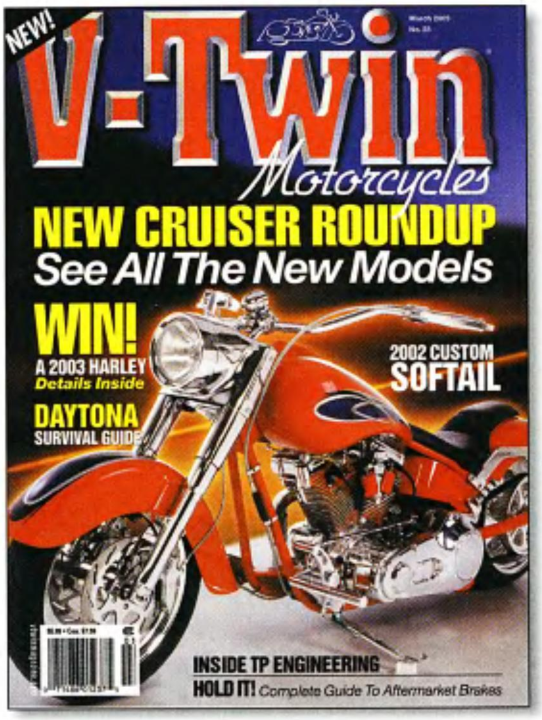
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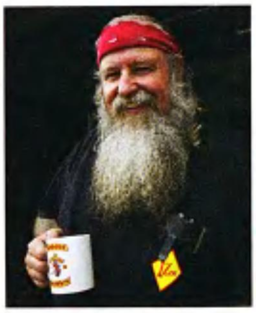
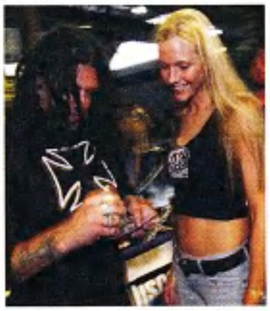
It looked like a scene right out of the flick *Apocalypse Now* as the helicopter swooped down out of the wet April sky to follow over 40 hearty riders along the Florida Turnpike. The cause of this wild, cacophonous scene was the filming of The Discovery Channel's *The Great Biker Build-Off, Part Two*, wherein reigning champ Billy Lane of Choppers Inc. (Melbourne, Florida) takes on the talents of master bike builder Dave Perewitz of Cycle Fab (Brockton, Massachusetts). It was the perfect TV scenario, old-school bike builder verses young-gun fabricator. It was north against south, young verses old, seasoned pro against redneck rebel, everything you need for a good evening of programming.

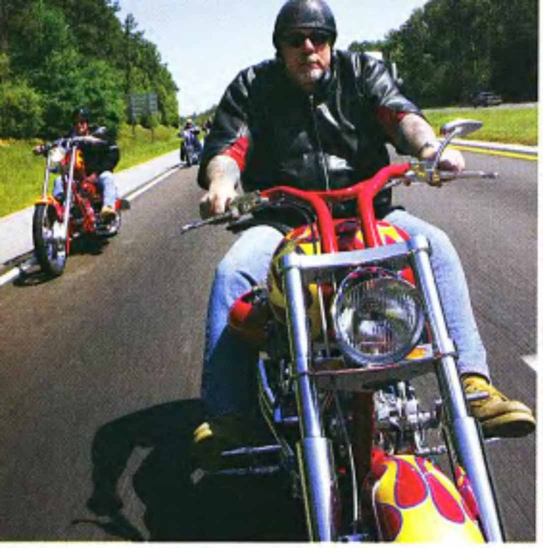
Stuffed into that hovering helicopter along with video cameramen and *Build-Off* show producer Hugh King, was our own intrepid photographer, Michael

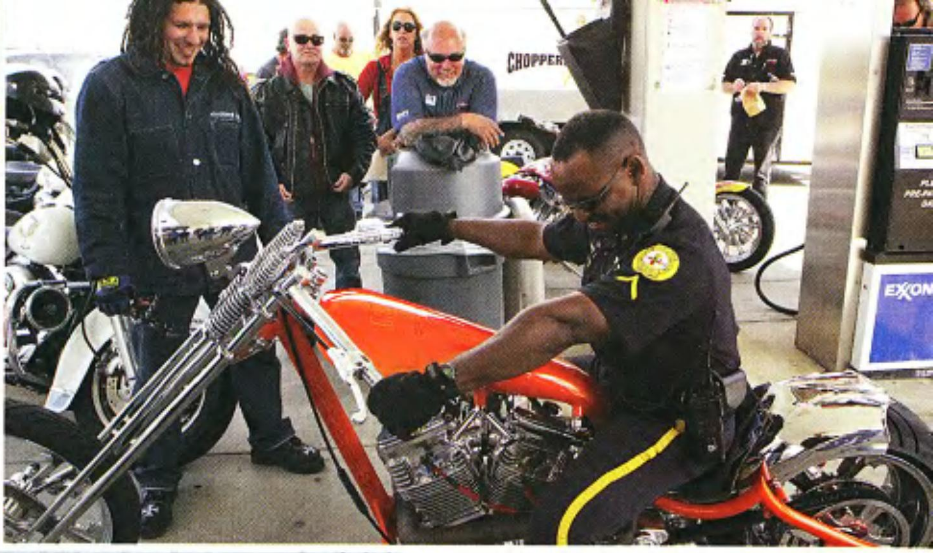




ONE WET AND WILD RIDE

GREAT BIKER BUILD-OFF

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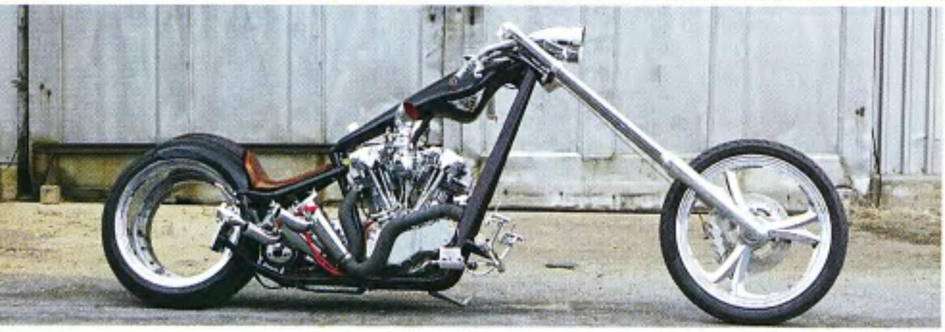
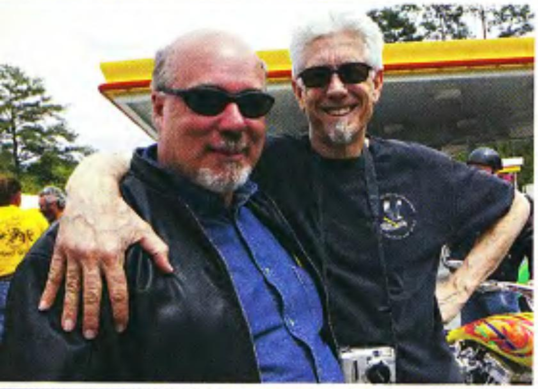
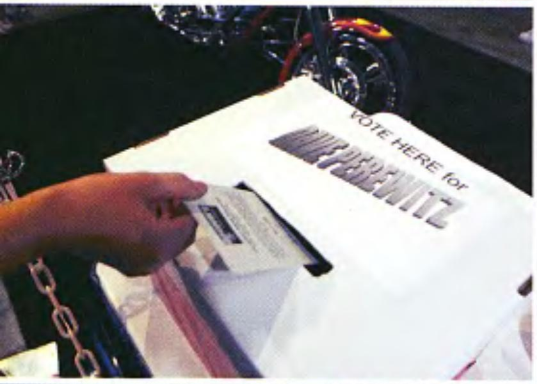


Lichter. His epic photos tell the tale of this wild and wet ride from Billy's shop in Florida to our Easyriders Bike Show in Dallas. Over the previous two months Billy and Dave slaved away, creating unique Discovery Channel custom bikes, taking the challenge to build and then ride the bikes, climaxing with a People's Choice vote on who built the best bike at our Dallas show. The winner

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gets their bike shot for *Easyriders* AND moves on to the next exiting round of competition against other great builders.

Dave arrived at the starting point in Florida with his gleaming red pro-street custom, followed by a yellow-shirted Hamster horde of friends and well wishers. Billy, Nick and the rest of the rowdy Choppers Inc. gang were still putting the final touches on his rigid ride as the cameras rolled and the skies clouded up for a rainy ride to Texas.

As you can see from Mike Lichter's photos, this adventure had its share of thrills and chills. For instance, Billy's bike features exhaust pipes that hide right under the seat—right next to his ass—where they got extremely HOT and set Billy's pants on fire! Meanwhile, Dave and the Hamster horde roared off on their shiny steeds, clearly in the lead.

Somewhere in Louisiana, Billy did one too many burnouts and his rear belt snapped, leaving him high and dry, this forced the Discovery Channel cameras to split up, one crew following Billy, the other following Dave. Luckily for Mr. Lane, a local bike shop came to the rescue and got him back on the road.

Mile after wet, dreary mile washed over the riders, but spirits were high even after 1,200 grueling miles. Meanwhile, at the Dallas Bike Show, Action Promotions' top dog, John Green was looking at his watch, the show was ready to open; waiting to get in was a line of people snaking around the block, and still no sign of Dave and Billy. A call came in from Hugh King, "We're running a little late, but we'll be there!"

As the crowds poured into the Dallas Centennial Hall, a side door squealed open to reveal the roaring red custom of Mr. Perewitz. The crowd went wild! But, where was Billy? Still hours away, the plucky rock 'n' roll riders of Choppers Inc. were closing in. As over 7,000 screaming fans watched agog, Billy Lane blasted into the hall, his rigid chopper pulling up right next to Dave's stunner.

Fans packed the massive auditorium, stuffing ballots into The Discovery Channel's ballot boxes. As you all know by now, the vote was close, but when the smoke cleared on Saturday night, Billy Lane won the People's Choice vote and goes on to build another chilling chop job on *The Great Biker Build-Off*. Part Two is coming to a pixelating screen near you so watch your local TV listings for date and time.

—Phantom Dave

Photos: Mike Lichter

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COLLEGE STUDENT FINDS HER OWN LITTLE PIECE OF HEAVEN

HOG *heaven*

We all experience the rush and feel the passion that riding conjures, and once in a while, some valiant soul tries to put into words exactly what that experience is all about. It is a daunting task but we here at Easyriders *enjoy reading your "Odes to Riding" and hope that this li'l ditty by Jodi A. Lee will inspire you to put your own feelings about two wheeled travel down on paper.*

Jodi is a 25-year-old college student from Lake Havasu City, Arizona, who says, "I read your magazine all the time and am submitting this short piece that I feel portrays the love of the ride, in keeping with the soul of your publication." Thanks, Jodi. We dig it and know our readers will too. —Ed.

It only took one ride to get me hooked. Every thought is about the next ride. It is that tingly feeling that I long for, that better side of myself that I need to complete. I simply can't shake the desire to leather up, climb on, and hit the open road, with no destination in mind. No thoughts of bills, kids, school, just me and the bike.

The small amount of fabric that I have made my outfit from tonight is moving in waves across my slightly goose-bumped skin. The rumble of the motor feels like an earthquake between my gripping thighs with tremors reaching at least 4.7 on the Richter scale. A slight jingling of that magical bell to keep the road demons away can be heard on occasion, as though it were calling me, beckoning me to keep riding.

The wind envelops me and blows my hair in a thousand directions, whipping it back against my face. The smell of leather overwhelms my senses and I just can't breathe in enough to satisfy the tickle in my nose.

The sky is blazing with stars and the half-circle, florescent moon is far behind me. My mind is as far away as that distant moon. My thoughts and worries, problems and fears, are floating somewhere behind me like the trail of dust licked up by this powerful machine.

With only steel and leather between me and the dimly lit blacktop, still on fire from the afternoon sun, I race out of myself, out of my life, and into another world. I have found that place that feels so far away, yet I know it hides just inside of me. That calm place that is so hard to find without the assistance of this mechanical hog, this steel stallion. This Harley takes me there, every time I mount up, off I drift to that beautiful place, so natural, so serene. I am free. My mind is clear and I've found my inner peace.

This small amount of tranquility that I find each time I climb onto this metal beast is what keeps me coming back. I love the ride and all the feelings that keep my mind in harmony with my soul. Nothing in this world can ever begin to compare with this breathtaking experience. It is my refuge from everyday life.

My own tiny piece of heaven. *—Jodi A. Lee*

Photo: Mike Lichter

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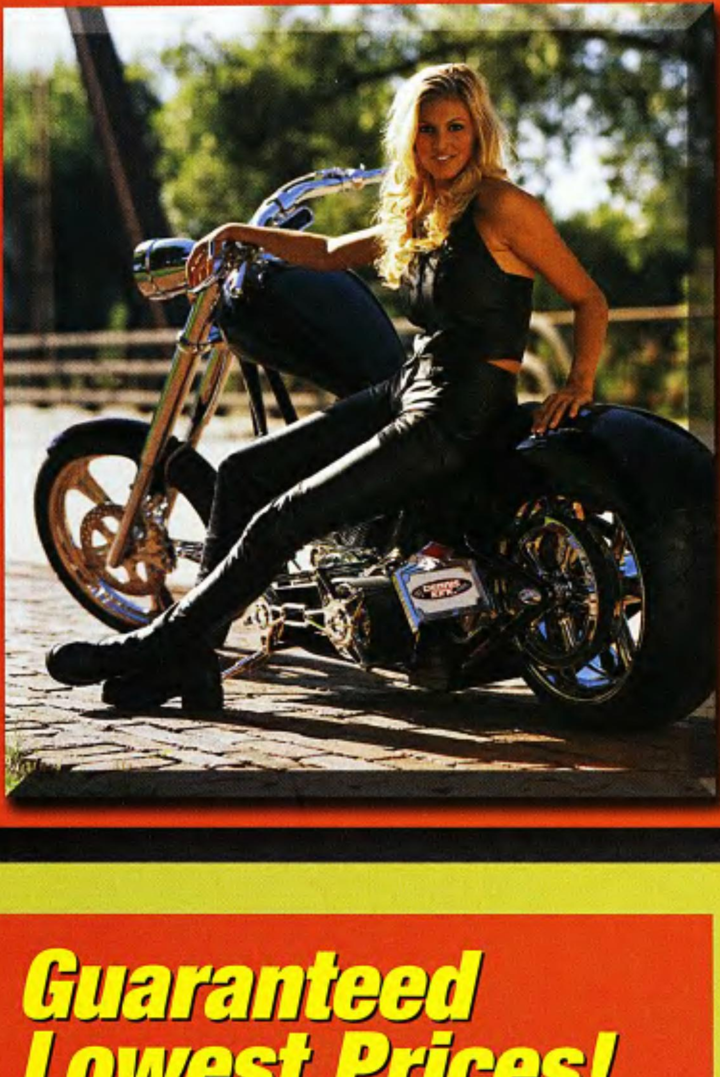

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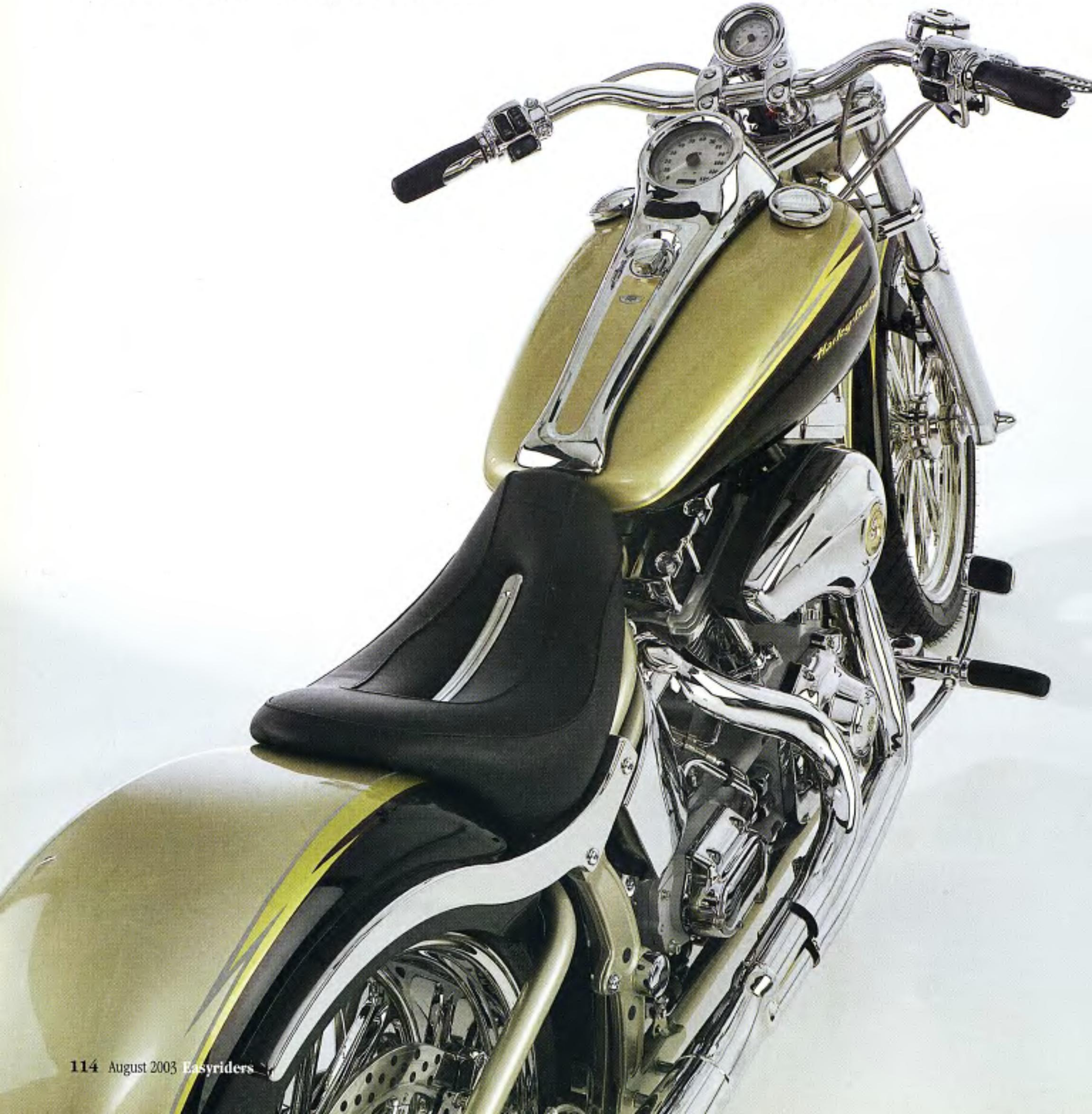
You would think that some things are sacred. Take the very limited-edition CVO (Custom Vehicle Operations) Harley-Davidsons that come out each year. There are only a handful of these rare bikes available to dealerships and you'd think that with the high customer demand for these special motorcycles, that dealerships would treat them like gold. Ahh, but those custom creators at Seattle's Downtown Harley-Davidson, Russ Tom and Brian Mitchell are at it again. They just can't help themselves. When a new bike comes into the showroom they just have to do something cool with it.

Here we see the result of their tomfoolery with a brand spankin' new 2003 CVO Deuce. The gleaming gold steed was immediately wheeled into Brian's workshop where he removed the stock rear end and installed Performance Machine's excellent Phattail Kit. The kit includes everything you need to make



your Softail go wide at the rear (reminds me of my ex-wife). This includes a wider swingarm, wider fender, engine offset, spacers, etc. The rear fender went off to master painter, Russ Foy, who did a magnificent job of matching the special CVO gold and black graphics. Likewise, Rich's Upholstery did their usual masterful job, creating a custom seat for this converted Midas machine.

To complete the custom makeover, Brian used Accutronix raked triple trees, pulled the risers off, enlisted the use of a Ness Slam Kit to put the scoot right down in the weeds and chose beautiful Performance Machine Seville wheels and matching rotors and rear pulley to complete "the look." It was a look that was gone in 60 seconds once the bike debuted at the International Motorcycle Show in Seattle this year. The custom Deuce was sold in nothing flat, and Brian and the boys were right back at the drawing board, doing dramatic makeovers of other new Harleys. They go mighty quick (out the door, that is), so call Downtown Harley-Davidson today at 206-243-5000, or visit their Web site at www.downtownharley.com.

—Phantom Dave

Photos: Scott Cook

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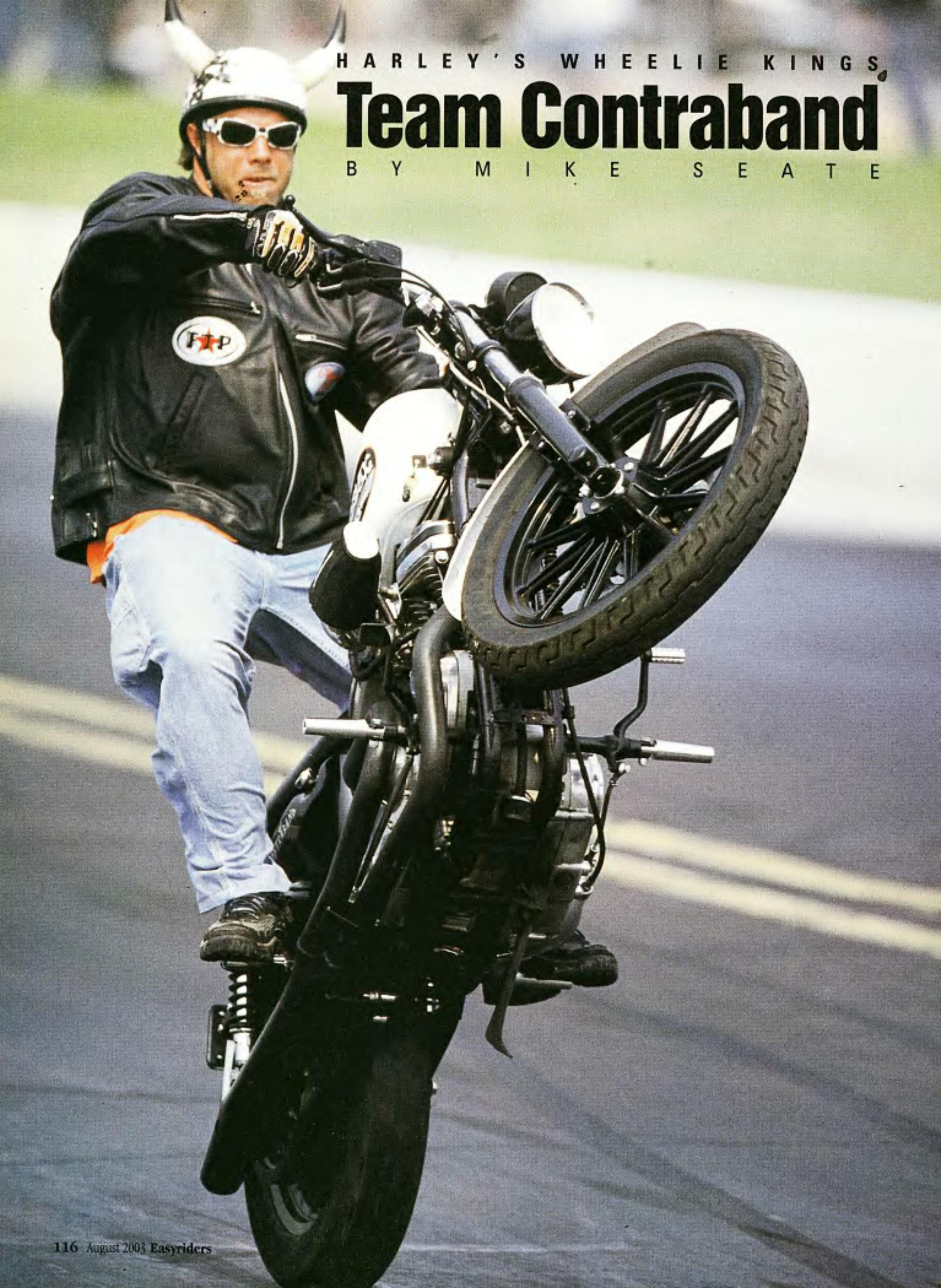
HARLEY'S WHEELIE KINGS

Team Contraband

BY MIKE SEATE



If you ride a motorcycle and you're say, on the near side of 30, there's a good chance you've seen a street bike extreme video. Since Welsh stunt rider Gary Rothwell released his best-selling video *Showtime* in 1997, riders on big-bore imported sportbikes have made a cottage industry from videotaping themselves doing all sorts of things that would get most of us arrested. We're talking three-mile-long wheelies, rolling burnouts and brake-busting endoes that launch a rider's mug and headlight right towards the pavement.

To this new generation of thrill-seeking bikers, the more dangerous the stunt the better—which explains why most of the best-selling stunt videos are filmed on public roadways right in the middle of traffic. Until recently, this world on one-wheeled mayhem has been the sole property of imported bike riders. That is, until a pair of Massilion, Ohio, buddies decided to represent the black and orange in the growing street-stunt scene by producing *Contraband*, the world's first all-Harley extreme video.

Seth Hoover and his childhood buddy Rich Cain (Seth's the one with the horned Viking helmet) are, as you'd expect, a pair of fun-loving criminals who aren't the type to be told their Milwaukee-made V-twins can't cut it in a world where 130 horsepower 4-bangers are the rule, not the exception.

"Everybody told us we couldn't pull these stunts on Harleys, but we've always loved Sportsters and once we got them, it was just a matter of putting in the hours practicing," said Hoover, age 30.

The pair have been riding dirt bikes together since childhood, and after a stint in the Navy, Hoover eventually found a gig hawking extreme dirt bike gear and videos for the west coast firm Moto XXX. There, he spent many a weekend launching the front wheel of his dirt bike over jumps and homemade ramps and when he returned to his native Ohio back in 1999, he saw stunt teams like Cleveland's Starboyz perfecting the same moves on street bikes.

"I decided then and there to get myself the Harley; I'd always wanted to learn how to do stunts on a Hog," he said. At the time, Rich Cain, 28, was working as a mechanic at a local Harley dealership where he "got tired of working on

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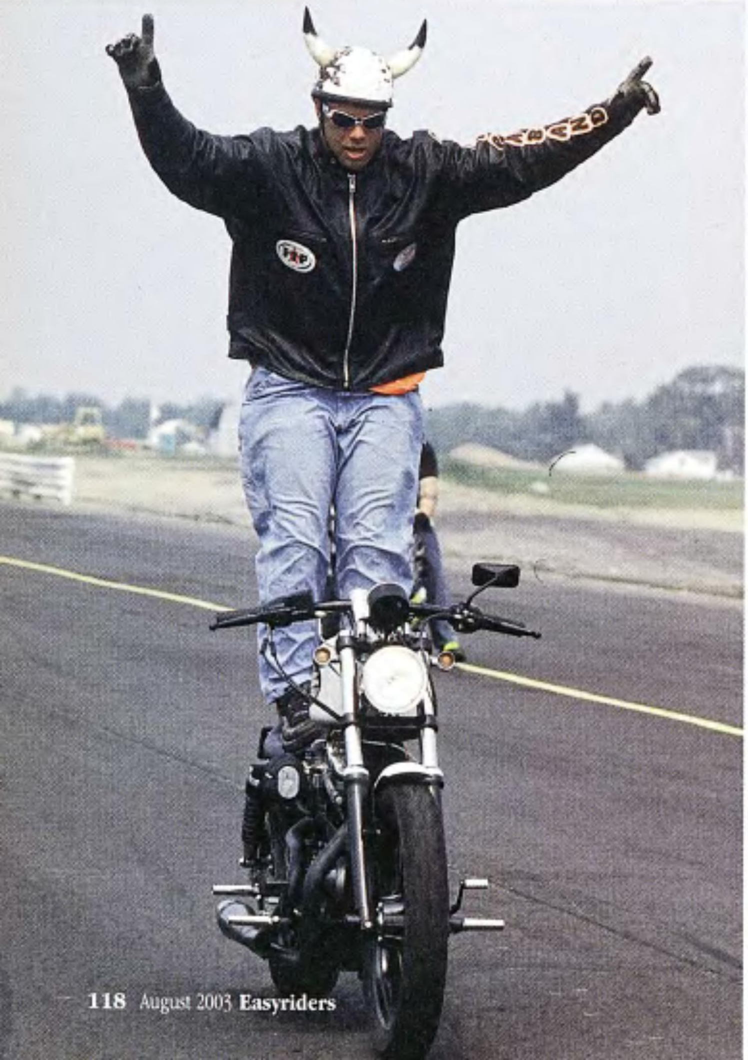

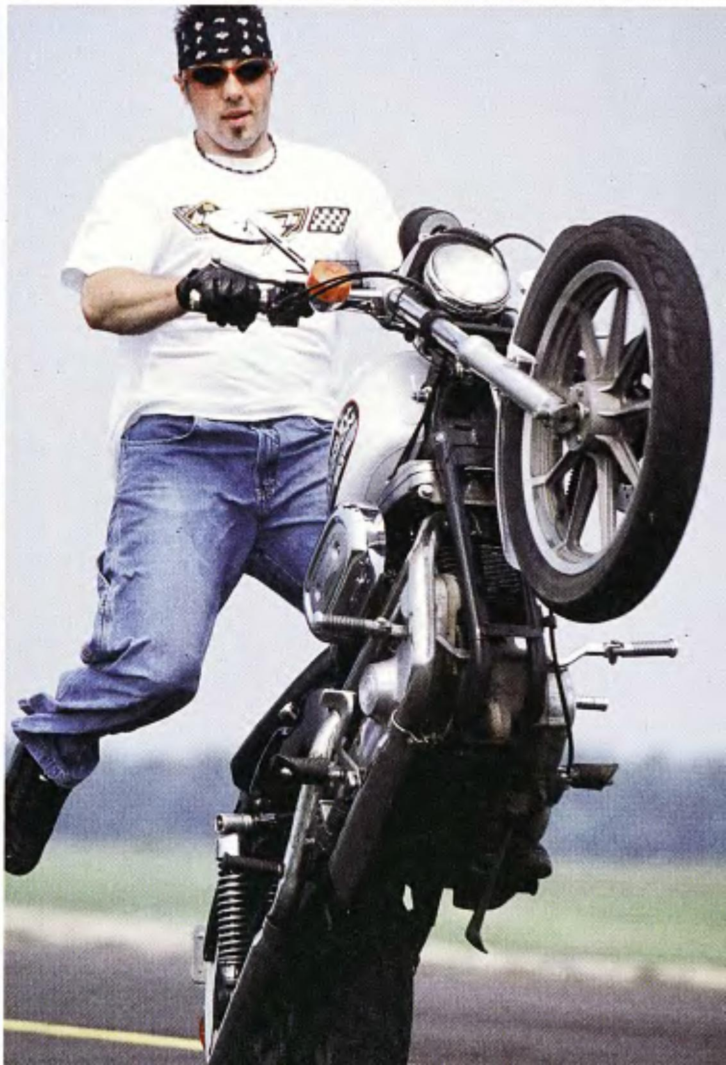

people's Harley's while riding a crotch-rocket to work." A couple of very near-misses practicing stunts on a friend's Suzuki sportbike—including a botched wheelie flipped over onto Hoover's back at 90 mph—was the final straw, they both said.

After three years as Team Contraband, Hoover and Cain say the main advantage to doing stunts on Harleys is the massive torque accessible down in the low powerband. Because it's no longer necessary to rev the nuts off their machines like they did on imported iron, the pair have time to focus their energies on putting on a genuinely entertaining show. For instance, Cain is familiar enough with the Harley's rev range that he can now wheelie his 883 while waving to the ladies in the crowd with one hand. The Sportster's low-end grunt and low center of gravity allows both riders to sit on the gas tanks, handlebars and, occasionally, the seats while spinning some tire-popping, circular burnouts. And Hoover was bursting with pride over a new move he's calling the "double burnout" where he spews a ball of fire from his mouth while the bike squeals along with the rear tire smoking.

The stunt scene, Contraband will tell you, is a fairly open world, and despite teams competing for shelf space at your local dealership with their videos, the competition is fairly friendly. Teams trade stunt advice, pointers and will even lend a rider a machine when somebody destroys their own botching a stunt. In fact, Hoover and Cain feature the Starboyz in their self-named video and Hoover is seen learning a few secrets from the fur-covered Cleveland mob in their recent *How To Do Burnouts With The Starboyz* video.

Sick of coming away from weekend rides with more traffic citations than fans, the Starboyz and other street bike extreme groups have started staging competitions at drag strips and road race venues—and you'll find Contraband a crowd favorite for their unusual choice of machinery.

Even though a day's stunt riding can seriously tax the suspension of any motorcycle, Contraband has done little to alter the geometry or handling of their bikes. Both Sportys run stock mag wheels, shocks and fork springs, while their brakes are the same as when they left the factory.

Both bikes have undergone fairly extensive performance modifications however, with Cain's bike sporting a set of Thunderstorm heads with oversized valves, slash-cut pipes and a Stage II Dynojet kit in the stock Kehin carb. Hoover's bike has a full Screamin' Eagle 1200 conversion kit with ported and polished heads and Thunderheader collector exhaust. Their secret weapons for brutal, wheel-hoisting horsepower are domed, high-compression 10.5:1 pistons in flowed heads, which Cain says is good for around 85 horses.

And Harley's service technicians can rest assured their bottom ends are built to last—Contraband swear by the factory clutches, which have withstood the punishment of about 3,000 wheelies without burning themselves out.

But horsepower, they say, can only get you so far. Because of the Harley's low-mounted seats, Hoover said it took a while to perfect burnouts, which are easier on race replica bikes due the extreme frame geometry and big-piston brakes. With their steel frames and sheet metal bodywork, Contraband's pair of Sportys tend to weigh a good 130 pounds more than the plastic and carbon fiber competition. There's few super-sticky tires available in Sportster sizes so putting a wheelie down at speeds up to 105 mph can be a real test of a rider's bravery and skill as the front rubber doesn't always hook up with the pavement.

Cain's newest move, a 12 o'clock wheelie (a really low-speed hoist that cranks so high it shatters the taillight and causes his rear fender to scrape the pavement), is made all that much harder because the Sportster's forward controls prevent him covering the rear brake pedal in case of emergency.

"It's pretty much a situation where, if we rev it too hard in a 12 o'clock, the bike can't be stopped and Rich will flip it. But when we can still pull off the same stunts as they can without all the fancy equipment, people are amazed," said Hoover who has broken his back and been injured several times riding on the street.

With street bike extreme riding making itself known in movies, including the recently released drag race epic *Biker Boyz* and the upcoming *Torque*, which features a cameo by stunt fan and custom builder Jesse James, riders flying down the fast lane on one wheel may become a permanent part of the biker scene. And if it does, just remember it was Team Contraband who brought a little American pride to the motorcycle stunt game.

For more info call Seth Hoover at Team Contraband: 330-265-3822. Ask him for his best road rash story.

Photos: Joe Appel/Mike Seate

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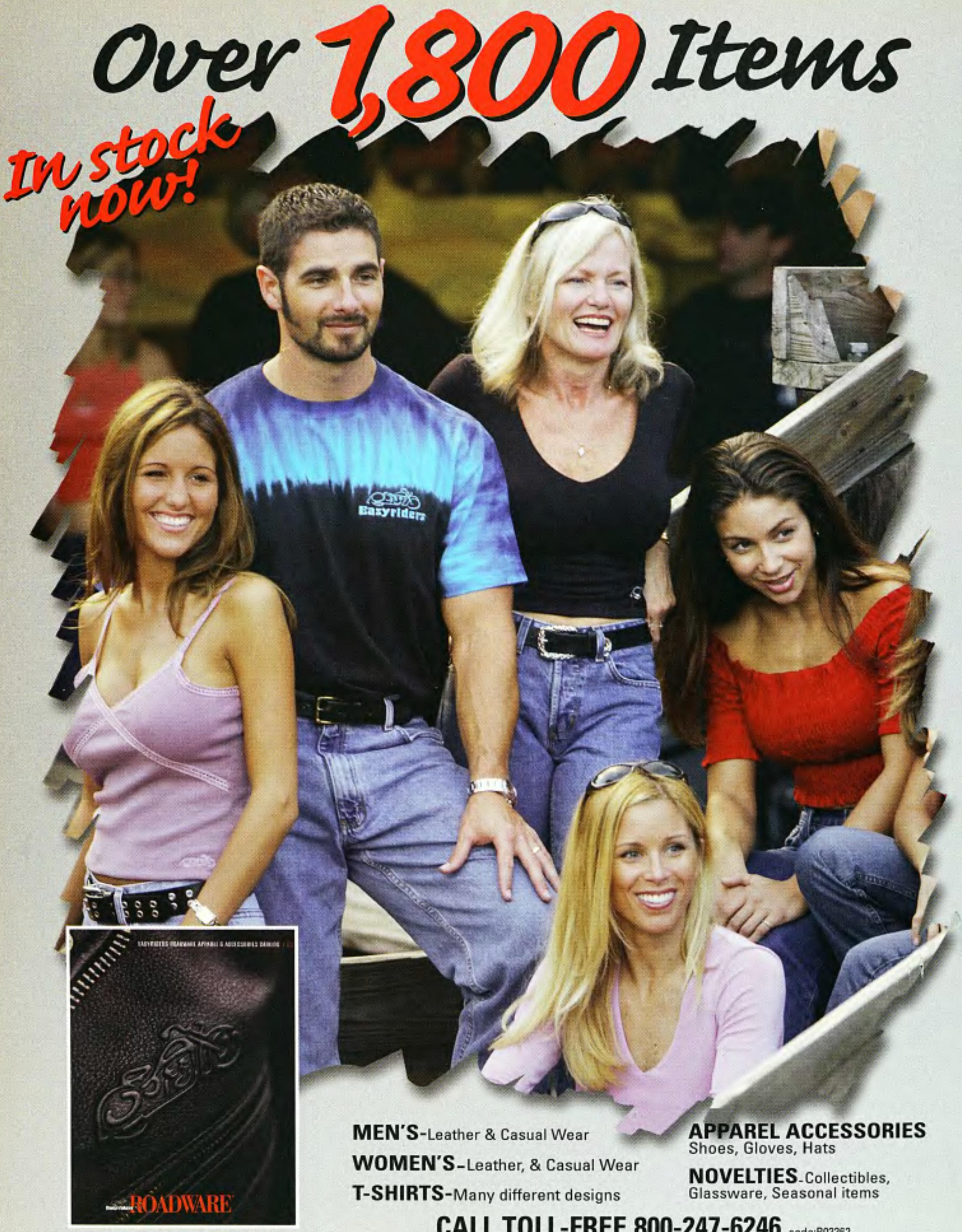

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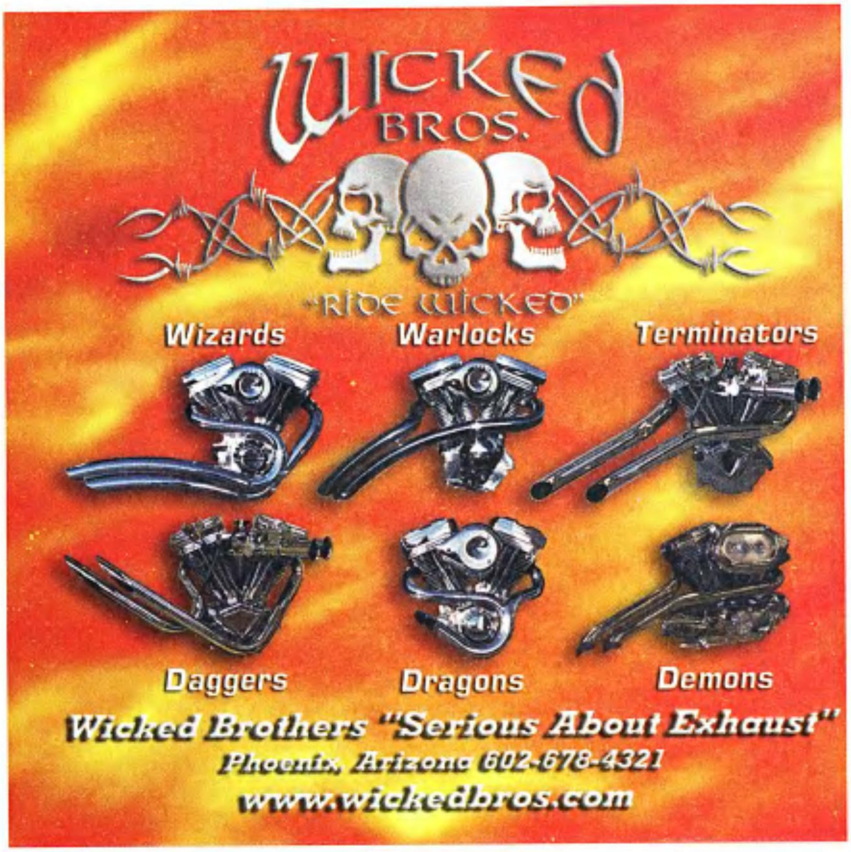
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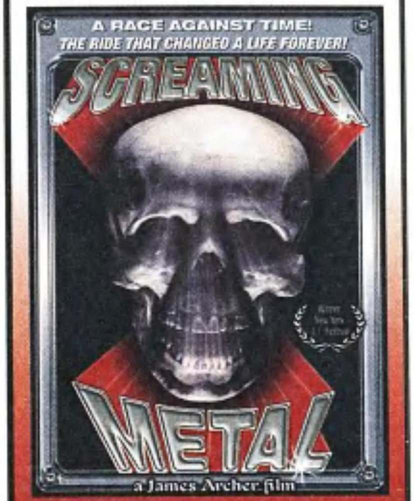
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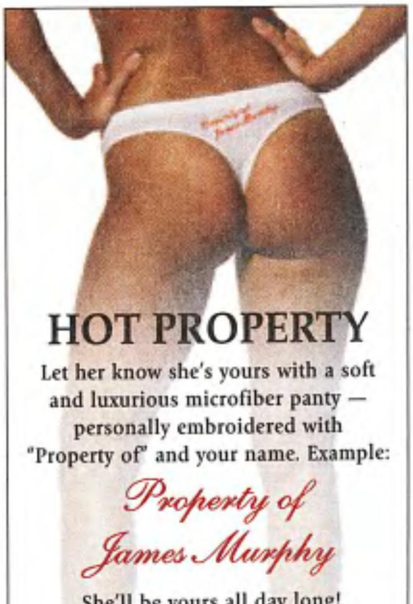

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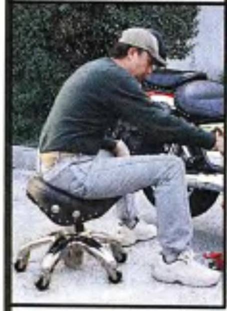

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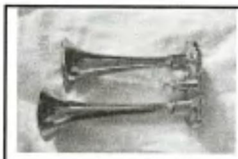
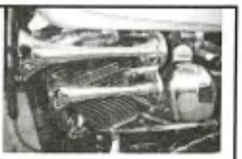

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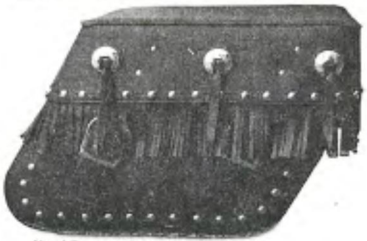

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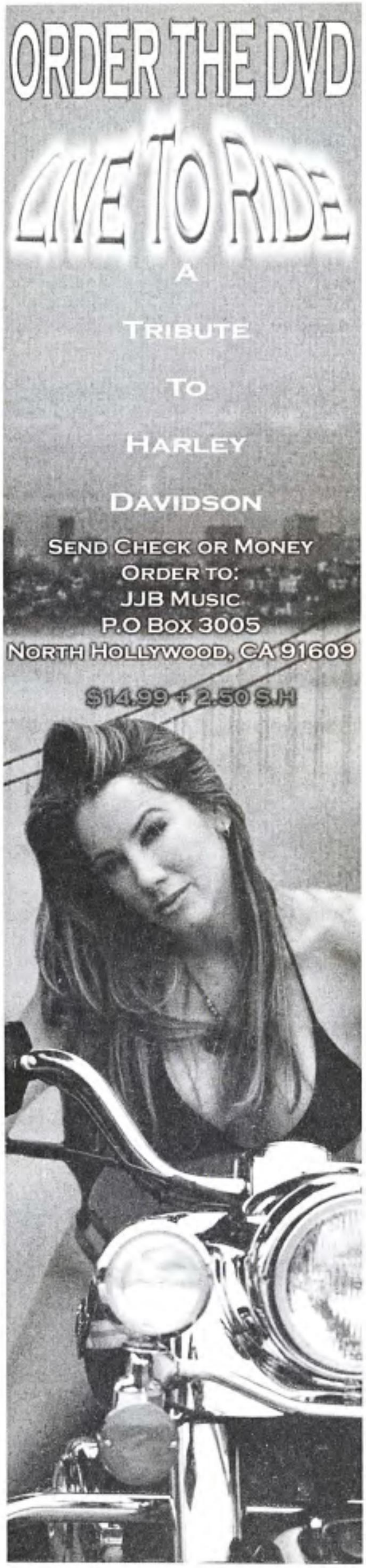
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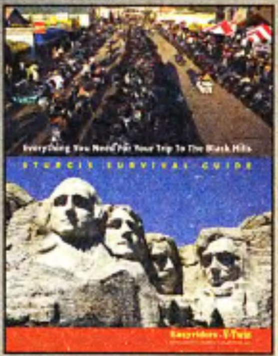
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Sputhe Engineering's president, Alan Sputhe, is proud to point out that his company is not an importer or distributor for other manufacturers. "If a product you buy from us bears the name Sputhe you can be assured that we made it, and that we will back it with knowledgeable technical assistance, service and spare parts," he says.

With this in mind, Alan has added primary drives to the company's line of mechanical components for Harleys. "It seemed like the next logical step. Sputhe Engineering has been a leading manufacturer of high performance engine and transmission components for more than 25 years. We decided that it was time to tie the two together," Alan explains.

As with other Sputhe products the primary drive is a totally engineered assembly of matched components. Alan says his company is the only manufacturer offering a belt drive with a "cush-drive" built into the front pulley. The front pulley is machined from chrome-moly steel bar stock instead of the cast aluminum.

The clutch housing is machined from 7075-T6 aluminum billet, hard anodized and incorporates a multi-plate AP racing clutch. Alan claims his company's clutch is the strongest in the industry but because of the diaphragm spring has a light pull and very smooth engagement.

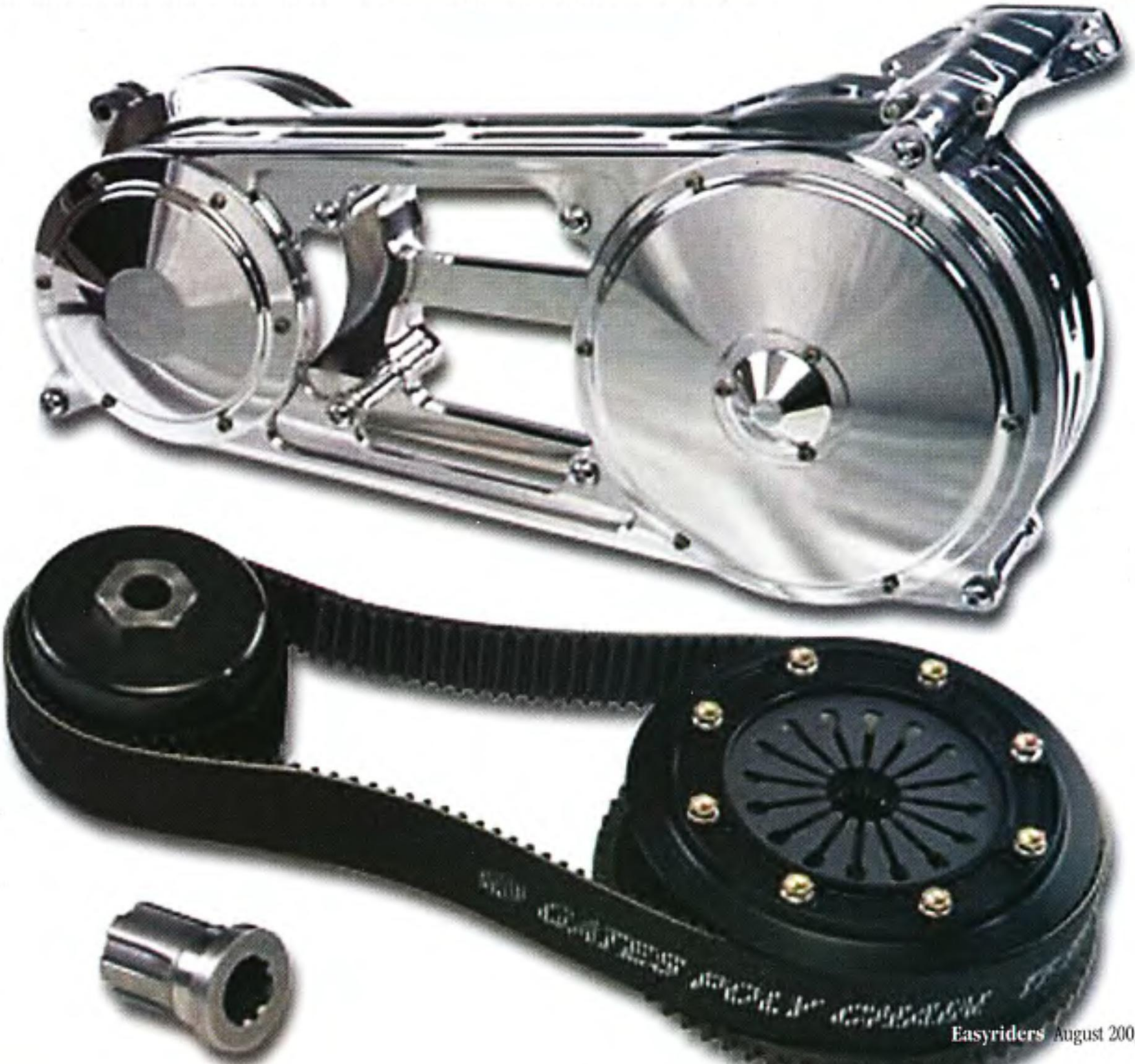
"The primary housing is CNC-machined and show-polished billet aluminum. It's designed as an integrated structural element that ties the engine to the transmission more solidly than the conventional flat plate. Even though it appears light and open, all moving parts are completely enclosed for safety," continues Alan.

"Even though our primary drive is as strong as competing 4-inch-wide belt drives, it's also very narrow so that foot controls won't need to be offset or left side cornering clearance compromised, even when using large primary offsets. Being very narrow, our primary drive is the obvious choice for any bike with a 250-series rear tire," Alan concludes.

Visit Sputhe Engineering on the Web at www.sputhe.com for more info, or call them at 530-268-0887.

—*Lafayette*

Photo: courtesy of Sputhe Engineering



THE JIG IS UP

Daytec Frames the World of Custom Motorcycles

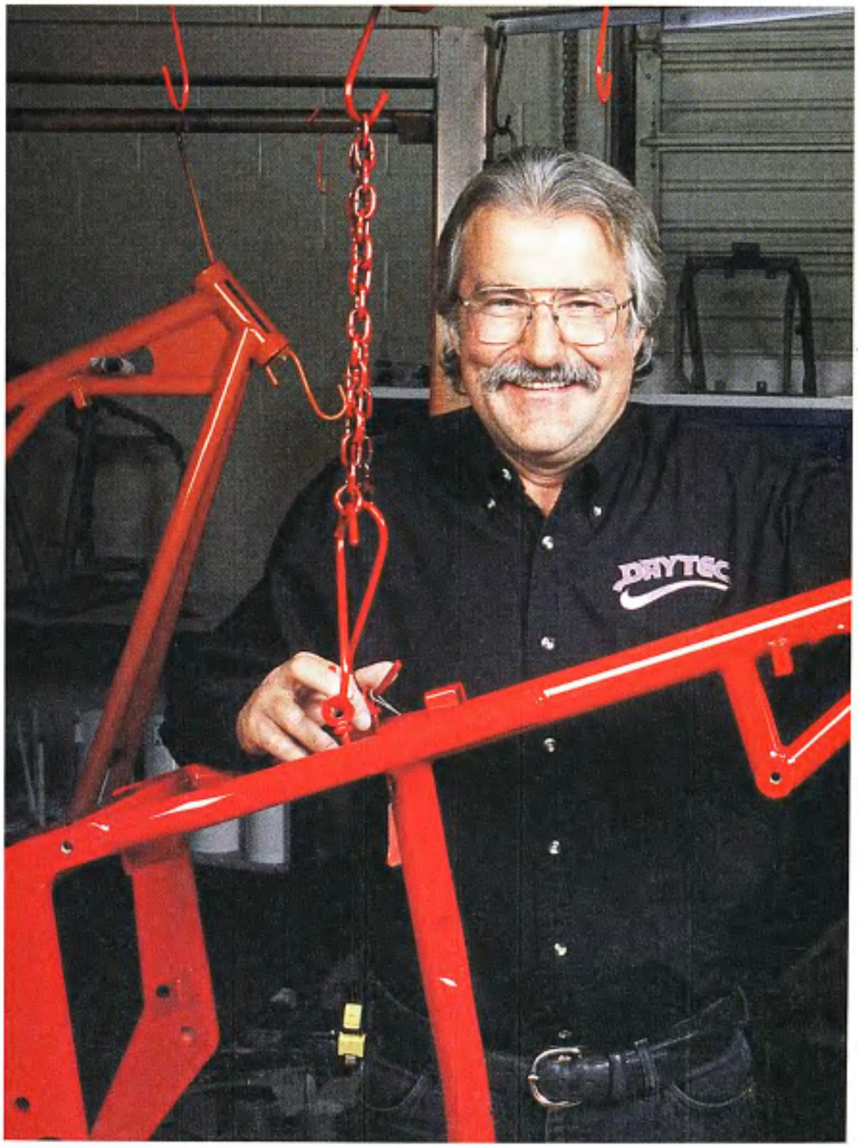
If you log on to the Internet and punch in Daytec on "search," up pops page after page of Web sites with references to Daytec. It seems like everybody relies on the Hesperia, California, company for their frame needs.

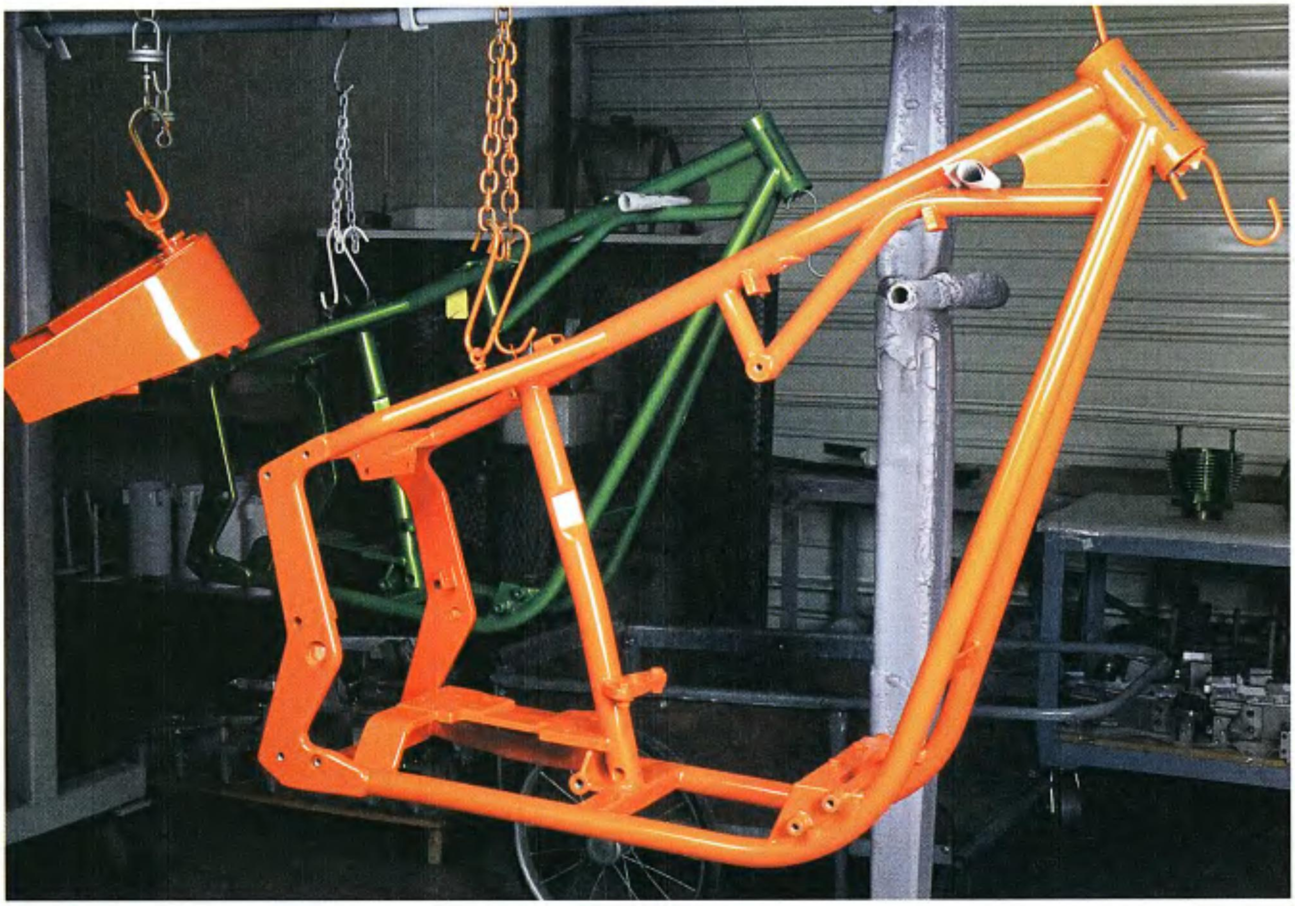
Owner Phil Day's philosophy has a lot to do with the extensive proliferation of his frames from OEM manufacturers to the individual custom builder. His high-quality, performance-oriented frames maintain a delicate balance between style, quality and performance wherein he refuses to relinquish any element of quality and performance for the sake of style itself. Yet, as form follows function, the frames embody all three ingredients to such a degree that Daytec has become a benchmark in the industry.

Phil was one of the first to come up with a completely new softail-type frame, especially when it comes to the swingarm configuration where the axle adjusters were on the inside as a fully formed axle plate. Over the years, it has set the standard and has been emulated by others. He went on to design a wide spectrum of frames including rigid and rubber-mount chassis as well as the softail-style in all kinds of configurations. It's safe to say that a large proportion of all custom bikes being built today feature a Daytec chassis.

A Daytec kit, in addition to the frame, includes all the axles, the bearing supports, belt guard, flash guard, oil tank, and if a rubber mount, the front rubber mounts. The bottom line is that Daytec provides a lot of added value with their frames so the buyer doesn't have to chase down a lot of related frame parts.

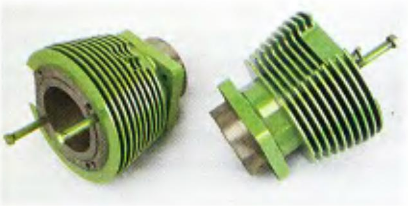
A little bit of Daytec history takes us back more than a decade to when Phil was involved with a marine product company that moved out of the area. Staying put, Phil took over the powder-coating facility and as a result of his expertise with tooling and fabrication focused on motorcycle frame design and manufacturing after realizing there was a growing need in the expanding custom motorcycle market. Now with over 120 dedicated employees and working out of a recently enlarged plant to a total of





48,000 square feet, he has developed channels through OEMs including American IronHorse, Big Dog, MCC, Titan, Vengeance, Hellbound and others; basically, all the big names in the motorcycle manufacturing business today. The fact that the movers and shakers utilize his frames for their production machines tells you something right off the bat. It's all part of that added-value concept since Daytec can build the frame, powdercoat it, tag it with a VIN number and ship it to the bike builders, all with no extra work required on the frame. Now with Daytec's domestic sales well-established, and literally hundreds of frames being manufactured each year, the horizons have just been further expanded as the company has recently received TUV approval in Europe.

In addition to the OEM frames built to manufacturer specifications, Daytec is fully equipped and happy to accommodate the individual requirements of custom bike builders, hand-tailoring frames to individual specs. Daytec can



Photos: Markus Cuff and Daytec

also provide its own years of experience to counsel a customer with the selection process for just the right frame based on the customer's riding requirements.

The process begins with a frame build sheet spelling out the requisite dimensions of rake and downtube and backbone stretch. First, a base chassis is selected from Daytec's extensive pre-made frame kit list, one that fits the customer's general requirements. Next, there's a selection from Daytec's "staged kits" component bins that focuses in on the customer's specifications. This method both ensures an accurate rendering of the customer's dream frame as well as streamlining the manufacturing process. Once all the pre-built components are collected, additional custom work is completed. For example, the fabrication of over-length downtubes; then everything is bolted into the frame jig where geometry is dialed in. The TIG-welder's torch then goes to work. Speaking of jigs, Daytec has no less than seven of them, and they're of a modular design that allows them to be easily converted with different tooling to create any of the many frames available in its catalog as well as custom frames ordered by the customer.

To sum it up, the entire process is carried on in-house from the rough bending of the raw tubes to the final powder-coating in about any color you can think off. It's just more icing on the cake from Daytec, along with their buffing and custom-molding services in addition to all variations possible of leg and backbone stretches and neck rake.

Currently the Daytec menu includes the Skulker and Episode 180 Rubber Mount chassis. The design of the Episode frame is a merging of the Evo or Twin Cam A motor and Soft-Tail transmission assembly with the FXR-type 3-point powertrain mounts. For better weight control, the engine is mounted on the frame centerline while the tranny is offset to the left, thereby allowing for up to a 160 series tire and a full-sized belt drive. The kit includes frame, swingarm, chrome-moly rear axle, shock spacers, front motor mount plate, upper motor mount strap, pivot axle cross bars, swingarm mounting blocks, upper and lower rock guards, transmission cradle, rear motor mount top plate, forward control adapters and stabilizer link extension.

The Skulker 180 rubber-mount chassis utilizes a late FXR transmission, inner and outer primary and a pivot axle assembly and will also take a 180-tire with a full-sized belt. Because it's a custom design, a Daytec Skulker oil tank and Skulker fender struts are required. The frame is available with flat-side Evo tank mounts or with Daytec's 1-piece tank mounts; the latter kit includes frame, swingarm, front motor mount plate, upper motor mount strap, pivot axle cross bars, swingarm mounting blocks, upper and lower rock guards, chrome-moly rear axle and shock spacers. Everything you need.

The newest additions to the Daytec line, introduced at the Cincinnati trade show, is the Goliath 250 softail-style and the Goliath rigid frame. The name Goliath reflects the massive 1 1/2-inch mild-steel tubing of the frame. The Goliath also features a swingarm with a hidden rear axle, and thanks to a new modular design, you get a removable front motor mount assembly. This beefy frame accepts 5- or 6-speed transmissions and any Evo-sized motor and is available in left or right side drives with softail-style or Stealth-style swingarm.

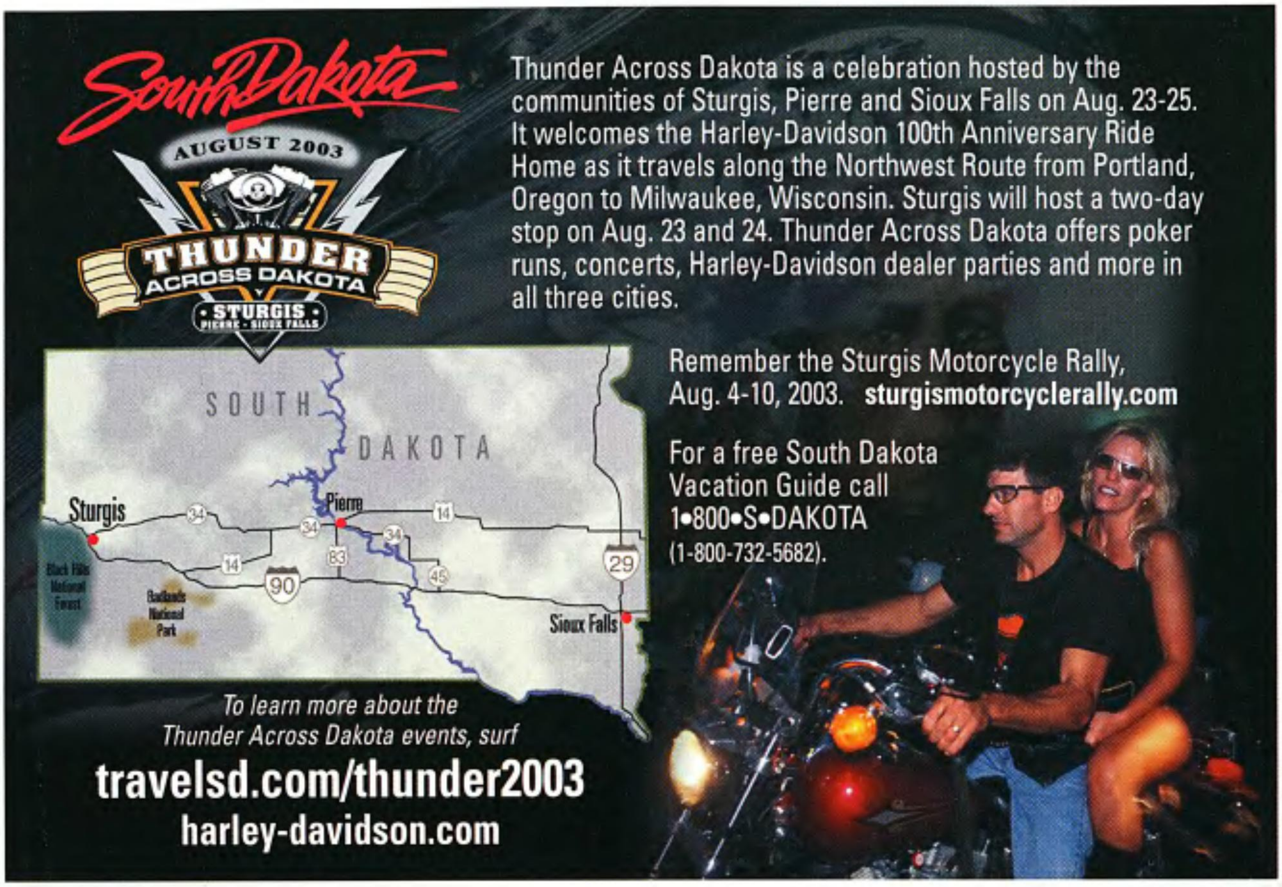
Daytec has other softail-style frames including the 250 STS left-drive frame kits that feature a 1 7/16-inch offset between the engine and transmission, which also utilizes softail-type shocks. The STS accepts 8 1/2-inch-wide rear wheel and uses 11-inch-wide Daytec steel rear fenders and 11-inch steel or aluminum fender struts.

And if you're into rigids, Daytec's got you covered with their Generation 2 rigid chassis kit. Engineered with 1/2-inch offset motor and transmission, the 1 1/4-inch stress-relieved tube frame will handle a 200mm tire with a full-sized drive belt. For really fat tire applications, Daytec has also designed the 250 rigid featuring 1 1/4-inch tubing. The ultimate chopper frame will accommodate the widest tires available while retaining a full-sized rear drive belt. The Daytec Generation 2 also comes in softail-style.

Daytec also offers separate powder-coating services, custom gas tanks and sissy bars. Speaking of gas tanks, Daytec now offers their 1-piece teardrop design fabricated from 16/14-gauge steel. They're designed for 2-inch-stretch frame applications and are available in 3.5-gallon and 4.6-gallon capacity with mounting hardware kit included.

For more information about the full line of Daytec frame and related bike products, log on to their Web site at: www.dayteccenter.com or give them a call at 760-244-1591. Daytec frames are also available through Bikers Choice, Drag Specialties and Custom Chrome.

—Paul Garson



South Dakota
AUGUST 2003
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Sturgis
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Sioux Falls
Black Hills National Forest
Badlands National Park
34
14
83
45
29
90

Thunder Across Dakota is a celebration hosted by the communities of Sturgis, Pierre and Sioux Falls on Aug. 23-25. It welcomes the Harley-Davidson 100th Anniversary Ride Home as it travels along the Northwest Route from Portland, Oregon to Milwaukee, Wisconsin. Sturgis will host a two-day stop on Aug. 23 and 24. Thunder Across Dakota offers poker runs, concerts, Harley-Davidson dealer parties and more in all three cities.

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THE SHOVELHEAD CHRONICLES

Part III – One Down, How Many Up?

If you've been ridin' and wrenchin' on your bike for any amount of time, especially on older iron, you'll probably agree that one of the coolest aspects of Harley's big twin format is that as upgrades have been made bringing the V-twin into the EPA-approved 21st century, some of the more desirable improvements can be retro-fit into pretty early applications. It seems that right from the very start of it all over 100 years ago, bikers have searched for as much performance as possible. Hey, beatin' your bros to the next beer joint brought certain bragging rights—at least until you got beat the following Friday night, then it was back to the garage.

Over the years gearheads have found some pretty interesting ways to improve their rides, like stuffing 80-inch flattie flywheels into pan cases for more stroke or finding ways to drop the most modern top ends available on an earlier set of cases for better flow. American ingenuity at its finest.

As the roads have improved since the introduction of the 4-speed and the speed limit rose to 70 on most freeways, and ask anyone that's ever cruised the freeways on a 4-speed, hell, and even many 5-speed riders, and they'll all tell ya they've lifted up on the shift lever a time or two looking for that top gear that just wasn't there. So when it came time to choose a gearbox to best utilize my relatively small (79ci) displacement S&S mill, I turned to JIMS Machine and one of their latest innovations for keeping old machines rollin'. This has to be every 4-speed pilot's wet dream—a 6-speed trans in a 4-speed S&S case that drops right into any pan or shovel—providing you run a dry clutch and use an electric start. That's right, not only am I gonna have enough cogs to forget what the hell gear I'm in, but I won't be kickin' myself sober outside the saloon any more.

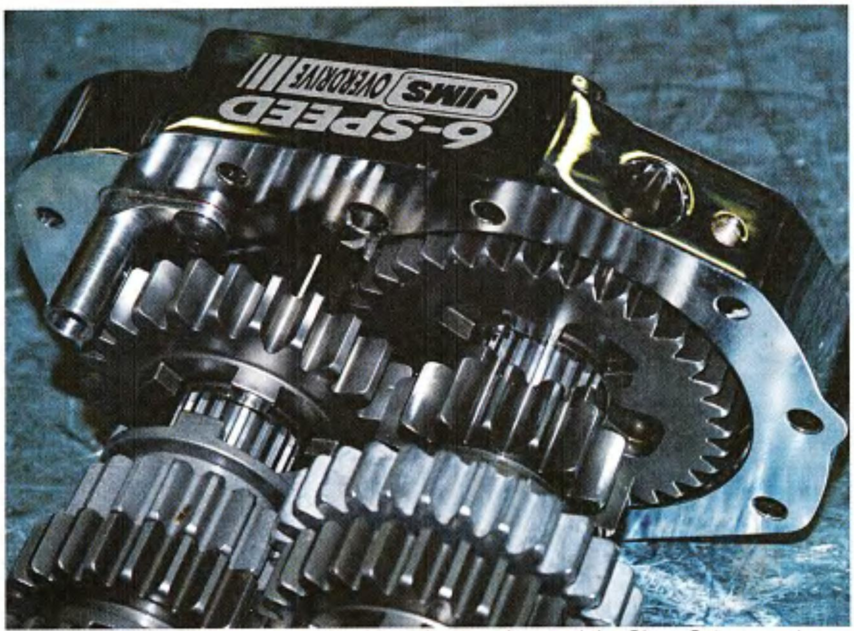
Back in '97 JIMS got into the tranny game and they've got just about every configuration you can imagine covered. Hell, they've even got 6-speeds kits for you Twin Cam riders, too. Crates of aerospace-quality forged and shot-peened gears are delivered to the newly expanded facility in California and from there are CNC-machined and then heat-treated to the highest allowable specs. Even the shafts are machined in-house and after passing the rigorous quality control checks, each gearbox is assembled in a clean room environment, right here in the U.S. of A.

The secret to wedging six gears into a case that previously held four is in the 7075-T651 billet trap door. Sounds almost like a magic trick, but by creating a thicker door out of this burly billet, it allows the overdrive 6th gear to be recessed into the door, allowing all gears to be full width for maximum strength. Gears are available in two configurations: Clean Cut and Pro Cut. The difference is 3 degrees in the ramps of the shift dogs and the Pro Cut is designed for you hot rodders who love slammin' gears hard at high rpm. Also gone are the old shift clutches of the 4-speed days, which helps make room for the extra gears, instead each gear has dogs and engages its relative gear each time you shift.

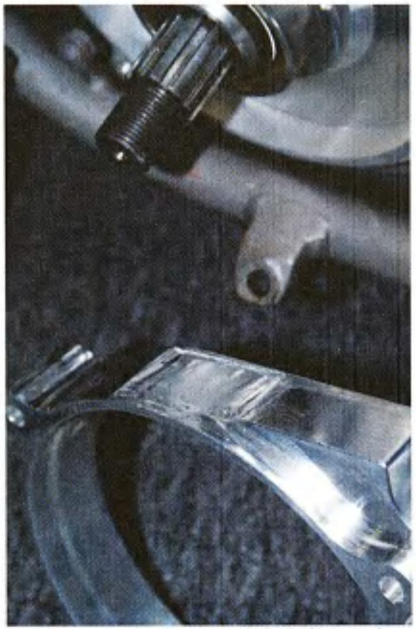
The gear ratios start at a low, close ratio 2.94 with the last four being the same as a stock 5-speed. Sixth gear is truly an overdrive in that its ratio is 0.86:1 [*Ed. Note: Top gear has always been 1:1 until now.*] This will actually lower your rpm by 500 revs on the highway, meaning less wear and tear on the motor, and of course we can't forget that what all this really boils down to is you can make the most of the big twin's powerband, which means more fun.

Since the ratchet lid is gone, replaced by JIMS chrome plated billet lid, and the side cover is late-model style, there's no provision for a kicker. Shucks. A quick call to Belt Drives Limited took care of that. With an alternator left crankcase

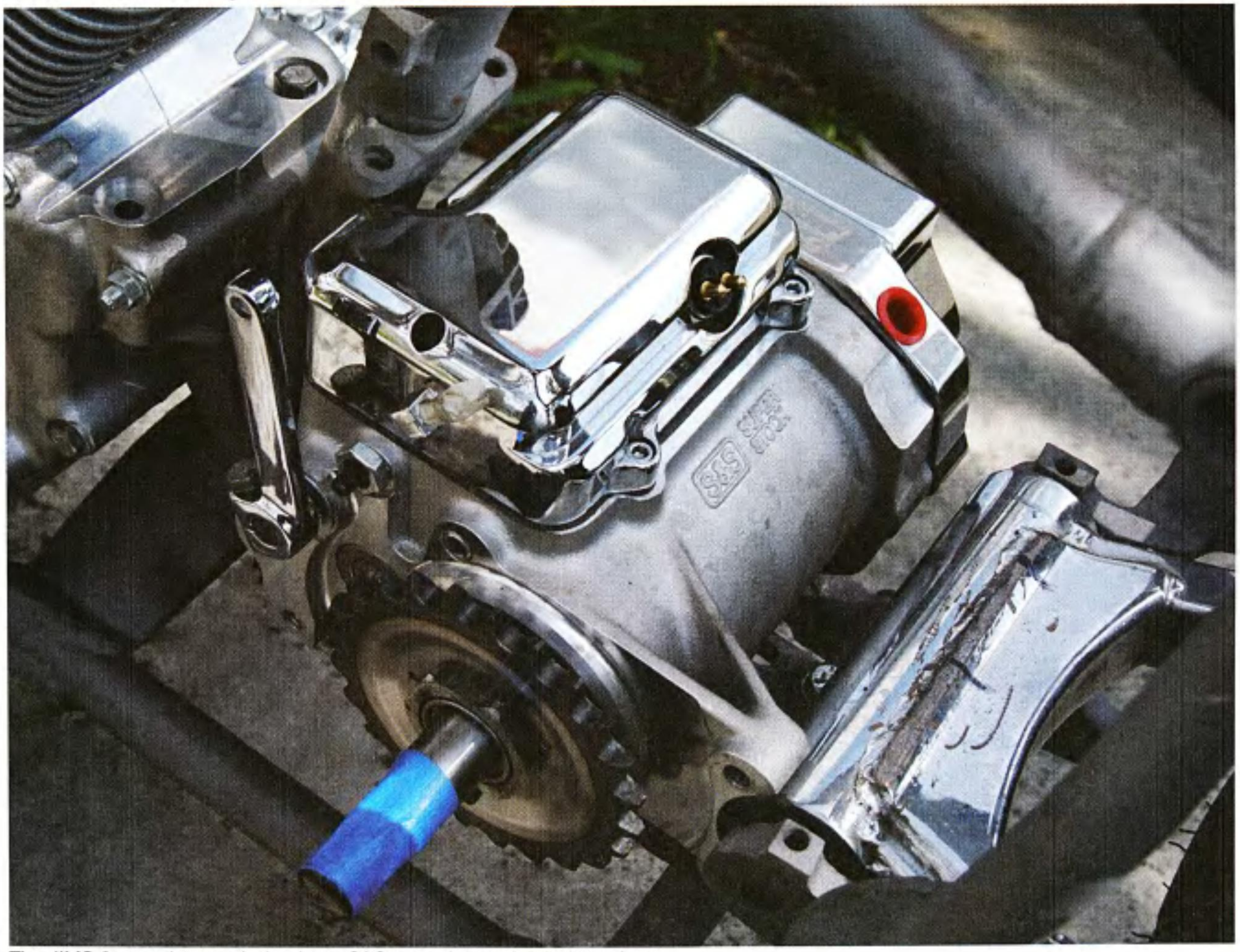
The Super Stock cases come from S&S ready to be assembled.



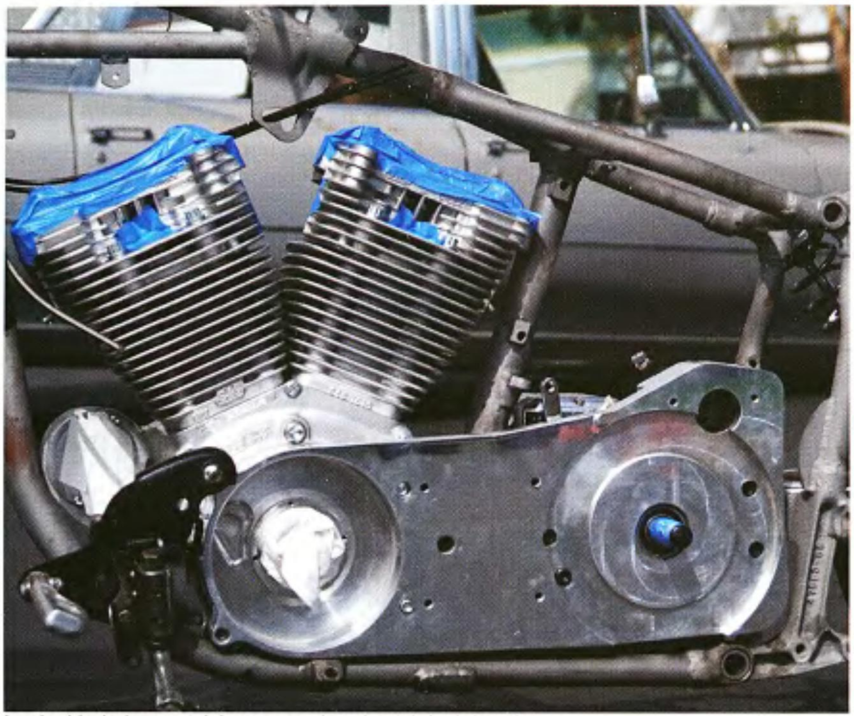
Here's a look at how 6th gear is tucked into the trap door and the Clean Cut gear set.



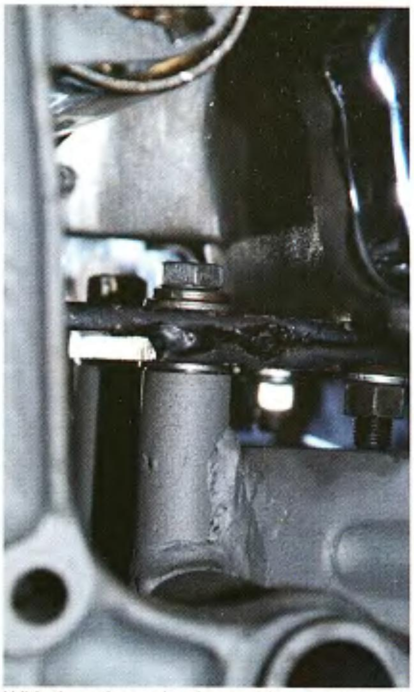
The BDL inner primary needed clearancing.



The JIMS 6-speed transmission in an S&S case dropped right into place.



Looks kinda late-model compared to the original tin primary.



With the primary in place, shims were made to correctly align the belt drive.

The starter barely touches the swingarm, which can be easily fixed.

Look ma—no kicker!

Photos: Ken Ross

and the late shovel ears on the trans, a late-model primary belt can be run, allowing the use of the latest high-performance starters, so the kicker won't be missed. A small amount of material needed to be ground off the bottom of the inner primary to clear the frame, but this can be done by hand with a grinder or on a mill.

The only other point of interference was the lumpy weld in the swingarm, which the starter barely touches. This will be ground down a bit and then re-enforced by Rod Requejo at Twisted Metal during the final stages of construction.

A final thought on the added benefits of the 1-piece billet inner is that you can precisely align the belt by bolting the rear motor mounts down first with the trans loosely in place, then measuring the gaps and making shims with stock available from any machinists supply house. The inner primary also adds support to the overall driveline where there was previously none with the old tin inner, making the chassis more rigid.

We're headin' into the last stretch of the build and then it's off to the paint shop before the weather gets too nice. Some brakes, tin and a bunch of last minute details.

—Ken Ross

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EDELBROCK FUEL MIXER

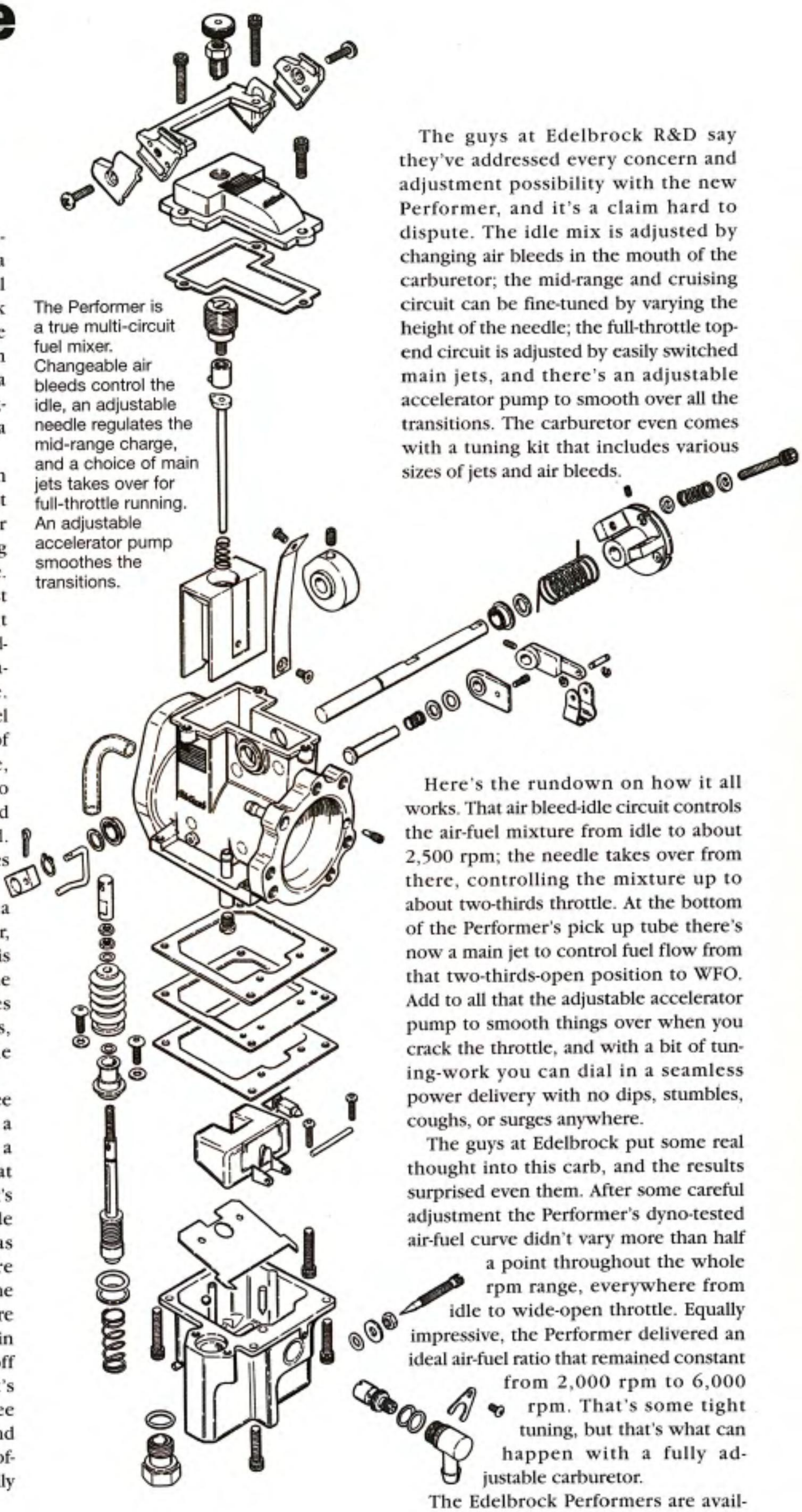
Inside The All-New "Performer Series" Carb

An easy-starting, smooth-idling, crisp-running, instantly responsive engine is a rider's dream, and fuel delivery is critical to making that happen. This Edelbrock fuel mixer is fully adjustable. It gets the air-fuel ratio right everywhere from tick-over to WFO. And whether it's a stock-displacement 88-incher or big-bore 131, it's a safe bet you'll have a sweet V-twin under you.

Dialing in the mixture, especially with a carburetor, isn't always as easy as it sounds. For starters, it takes a carburetor that's fully adjustable, and we're talking more than just an idle-speed screw here. Every engine is different, and for best running each might require different blends of air and fuel at idle, in the mid-range, during snapped-open acceleration, and at to-the-stops full throttle. Those are four completely separate fuel demands, and in an ideal world each of them would be separately adjustable, letting you fine-tune the air-fuel ratio to exactly what you need where you need it. Well, welcome to the ideal world. Edelbrock's brand-new Performer Series carb allows you to do just that.

Now, this new Edelbrock might look a lot like the old single-circuit Qwik Silver, but that's where the similarity ends. This is a completely new carburetor, a true multi-circuit fuel mixer, and it comes with all the easily changed air bleeds, jets, needles, and pumps to fine-tune each of its circuits.

Edelbrock's offering the carb in three sizes to suit just about any engine in a frame; there's a 38mm, a 40mm, and a big 42mm version. Along with all that new and adjustable circuitry, Edelbrock's added a hard-anodized aluminum slide that's lighter, easier to open, and has great wear characteristics. There are sealed stainless-steel ball bearings on the Performer's throttle shaft, too, and more refinements include an overflow tube in case you forget to turn the petcock off and a banjo fitting for the inlet that's swivel-adjustable through a 180-degree arc to make fuel-line hookup clean and easy. All good things, but the real seat-of-the-pants benefit comes from those fully adjustable circuits.



The Performer is a true multi-circuit fuel mixer. Changeable air bleeds control the idle, an adjustable needle regulates the mid-range charge, and a choice of main jets takes over for full-throttle running. An adjustable accelerator pump smoothes the transitions.

The guys at Edelbrock R&D say they've addressed every concern and adjustment possibility with the new Performer, and it's a claim hard to dispute. The idle mix is adjusted by changing air bleeds in the mouth of the carburetor; the mid-range and cruising circuit can be fine-tuned by varying the height of the needle; the full-throttle top-end circuit is adjusted by easily switched main jets, and there's an adjustable accelerator pump to smooth over all the transitions. The carburetor even comes with a tuning kit that includes various sizes of jets and air bleeds.

Here's the rundown on how it all works. That air bleed-idle circuit controls the air-fuel mixture from idle to about 2,500 rpm; the needle takes over from there, controlling the mixture up to about two-thirds throttle. At the bottom of the Performer's pick up tube there's now a main jet to control fuel flow from that two-thirds-open position to WFO. Add to all that the adjustable accelerator pump to smooth things over when you crack the throttle, and with a bit of tuning-work you can dial in a seamless power delivery with no dips, stumbles, coughs, or surges anywhere.

The guys at Edelbrock put some real thought into this carb, and the results surprised even them. After some careful adjustment the Performer's dyno-tested air-fuel curve didn't vary more than half a point throughout the whole rpm range, everywhere from idle to wide-open throttle. Equally impressive, the Performer delivered an ideal air-fuel ratio that remained constant from 2,000 rpm to 6,000 rpm. That's some tight tuning, but that's what can happen with a fully adjustable carburetor.

The Edelbrock Performers are avail-

The Performer only looks like the old Qwik Silver. With this carb you can dial in a perfect air-fuel ratio at idle, mid-range, and WFO. There's an adjustable accelerator pump, too.

Edelbrock's offering the Performer in "Qwik Kit" form, too. This one's stripped to the basics if you already have an air filter you want to keep.

manifold made, flange or spigot, and every carb is wet-flow tested before shipment. The Performers are offered with or without an air cleaner, and either chrome-plated or in a ball-burnished finish. A "Performer Series Carb Kit" includes everything—the carb, extra air bleeds and jets, air filter, and all the mounting hardware.

Which size Performer is right for you? Edelbrock has some suggestions. For an 80-inch engine with a mild cam and a pipe, the 38mm Performer works fine. Sportsters like that 38mm carb, too. If that 80-incher has a little more compression, has had some head work done to it and has a more aggressive cam, it's the 40mm Performer getting the call. Rule of thumb: from 74 inches up to around 85 inches the 38mm carb works best; from 86 inches to 95 inches the 40mm size is right; and for engines displacing 96 inches and more Edelbrock says go all the way to the big 42mm Performer. That choice made, then you can adjust to taste, because with this carburetor you can do it.

—Joe Kress

Edelbrock's multi-circuit Performer is totally adjustable. A "Complete Kit" includes everything needed for installation and fine-tuning.

Photos courtesy of Edelbrock

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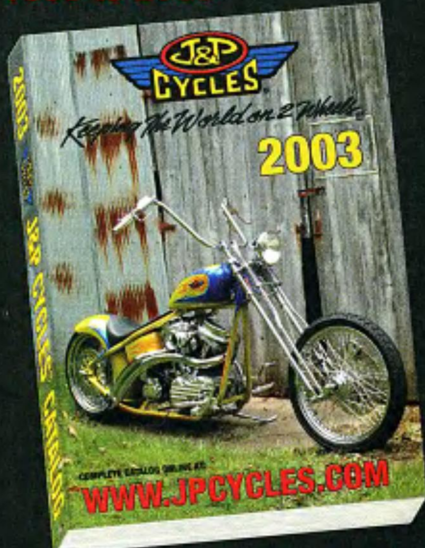

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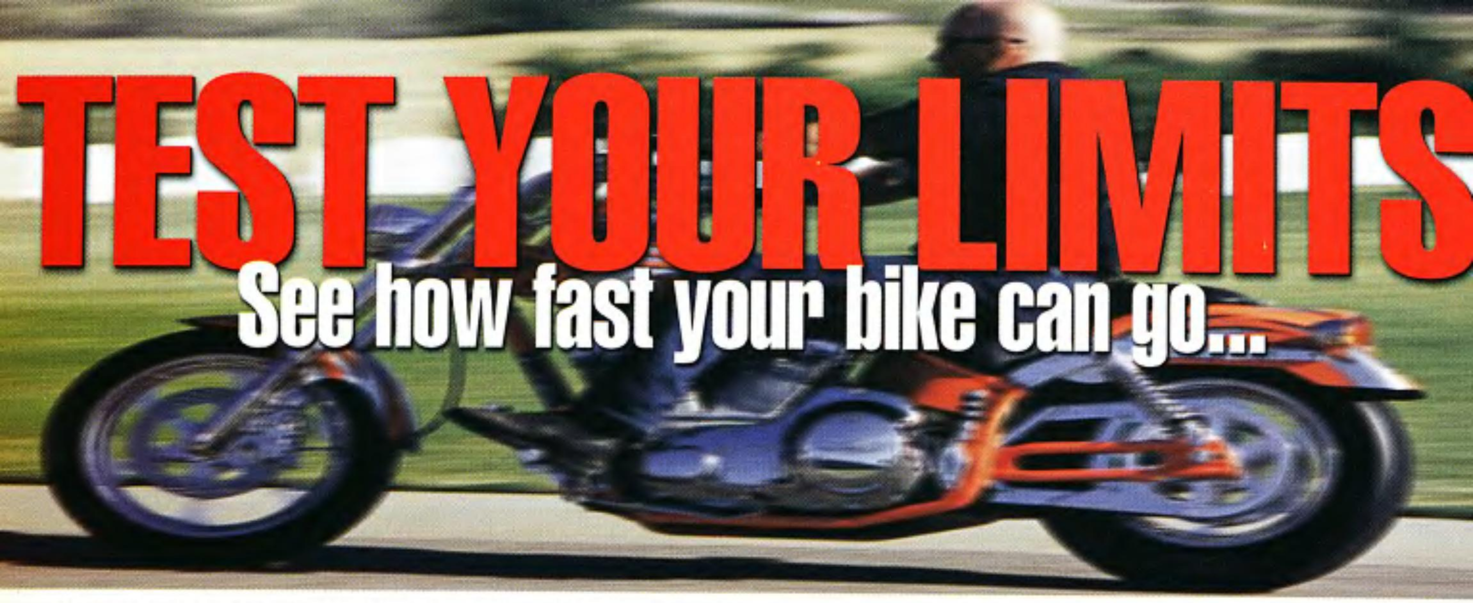

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4/4-4/6	Thunder Mountain HD - Ft. Collins, CO
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5/9-5/11	Bergen County H-D - Rochelle Park, NJ
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5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7	Milwaukee Rally - Milwaukee, WI
6/11-6/15	Bike Week - Laconia, NH
6/20-6/22	Gutterridge H-D - Danville, IL
6/27-6/28	Dave Stock H-D - Manitowoc, WI
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7/11-7/12	Roeder H-D - Monroeville, OH
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8/1-8/3	Gerencer H-D - Elkhart, IN
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9/19-9/21	Southern Tier H-D - Binghamton, NY
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10/3-10/5	San Jose H-D - San Jose, CA
10/11	Jim's H-D - St. Petersburg, FL
10/15-10/19	Biketoberfest - Daytona Beach, FL
10/24-10/26	Liberty H-D - Akron, OH
10/31-11/2	Specialties Motorsports - Bluffton, SC
11/8	Stone Mountain H-D - Lilburn,GA
11/14-11/16	Open
11/21-11/23	Open
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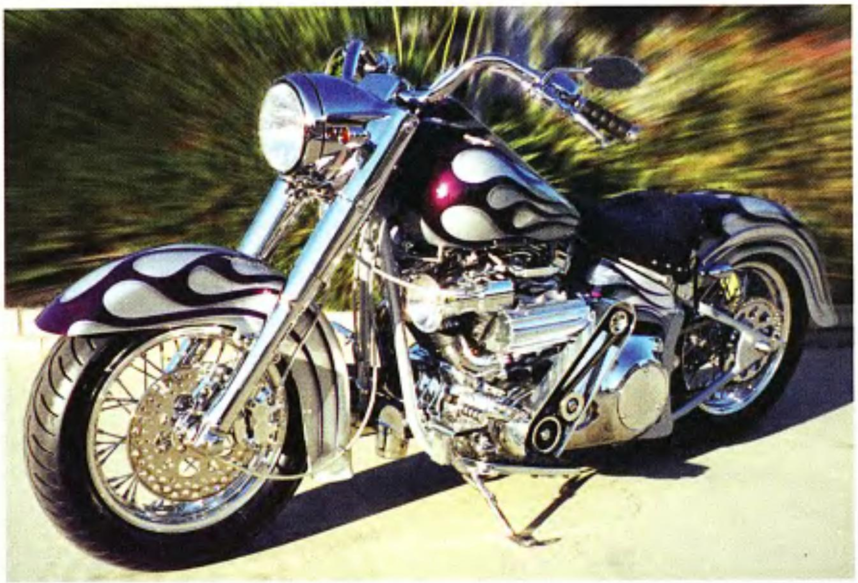
Joe Cutshall

Rancho Cucamonga, California
2002 Softail Custom

Lucky for Joe, *Easyriders* is not the only—or last—word on what constitutes a prize-winning bike. Now, at this point, you might want to look at the photos accompanying this article and say to yourself, "Why, yes, I know exactly what Mister Tripper is talking about…." On the other hand, you might just shake your head, wonder what the price of pork bellies might be a week from say, next Thursday, and turn the page.

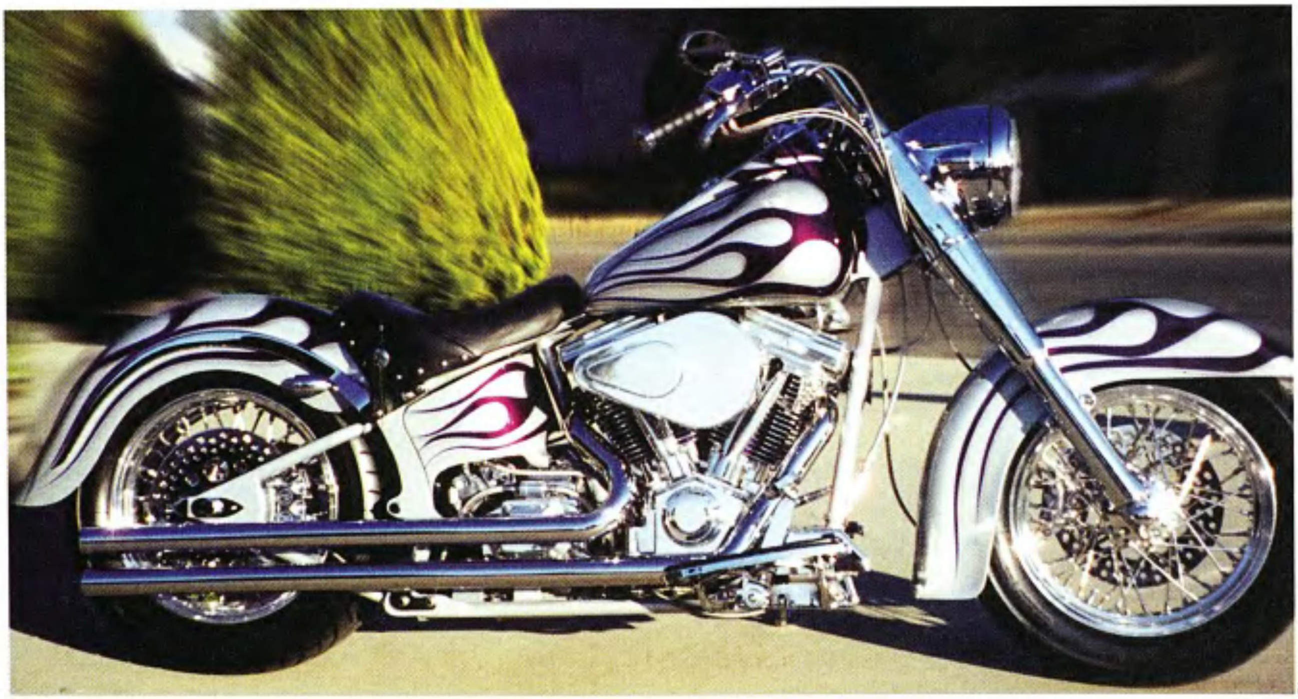
Either way, it's exactly what I'm saying.

Looking at this bike, which Joe says he "built from the ground up," on this page means that the powers that be here at the rag didn't deem the bike any worthier than a Reader's Ride. Yet, if we believe Joe's parsimonious ranting, this bike, which is "very detailed, supercharged, and has a programmable fuel injection," has apparently won several awards at various esteemed and worthwhile bike shows. "It took Best Radical Bike at the Al Martinez All-American Bike Show," Joe elaborates, "and it was also given the trophy for Best Engineered Bike. And, it won first place in its class at the L.A. Calendar Bike Show at the Queen Mary in Long Beach last July!"



And with its 93-cubic-inch S&S Cycle Delkron motor with Wiseco pistons and STD BCR-flowed heads, its Whitek programmable fuel injection (mapped for a supercharger), all tucked nicely into a stock Atlas softail-style frame, the bike certainly deserves all the awards it can garner. After all, Joe himself did most of the cutting, molding, and building and combined his efforts with a nice selection of over-the-counter custom parts, such as the Akron front and Atlas rear tires, the Progressive rear suspension, the Carlini handlebars, or the Lazer Star taillights, just to mention a few. And the folks at GM Bootleg did a very nice job painting the thing; so nice, in fact, it's easily imaginable to see Joe's baby on some magazine's cover. Hey, for all I know, we just really blew it.

But, like I said, fortunately for Joe, we at *Easyriders* aren't the only word, and especially not the last one, on prize-winning bikes. —*Tripper*



Photos: owner

Gordon Braswell
San Antonio, Texas
1992 Harley-Davidson FXR

Blessed with a Southern sense of story telling, Gordon delivered as much information about his bike as we'd ever wanted to possess. "I bought it as a drag bike," he launches his declaration. "It was built by Competition Motorcycles Inc., and they ran it about 16 times. It was basically just a black bike with a 9-inch velocity stack coming out of the side. Once I'd bought it, I refurbished it and made it more of a street bike. It's a peppy little thing, about 400 pounds."

Gordon, who owns an automotive repair shop, would also like to tell us about his newest venture, drag boat racing, but that may have to take a back seat to his bike right now, which, he admits, only experienced some cosmetic modifications under his ownership. "I worked on the bike on the side, and I didn't do anything to the motor or anything, because they'd already done everything to it at Competition. I just made it look good, put custom pipes on it and all that stuff.

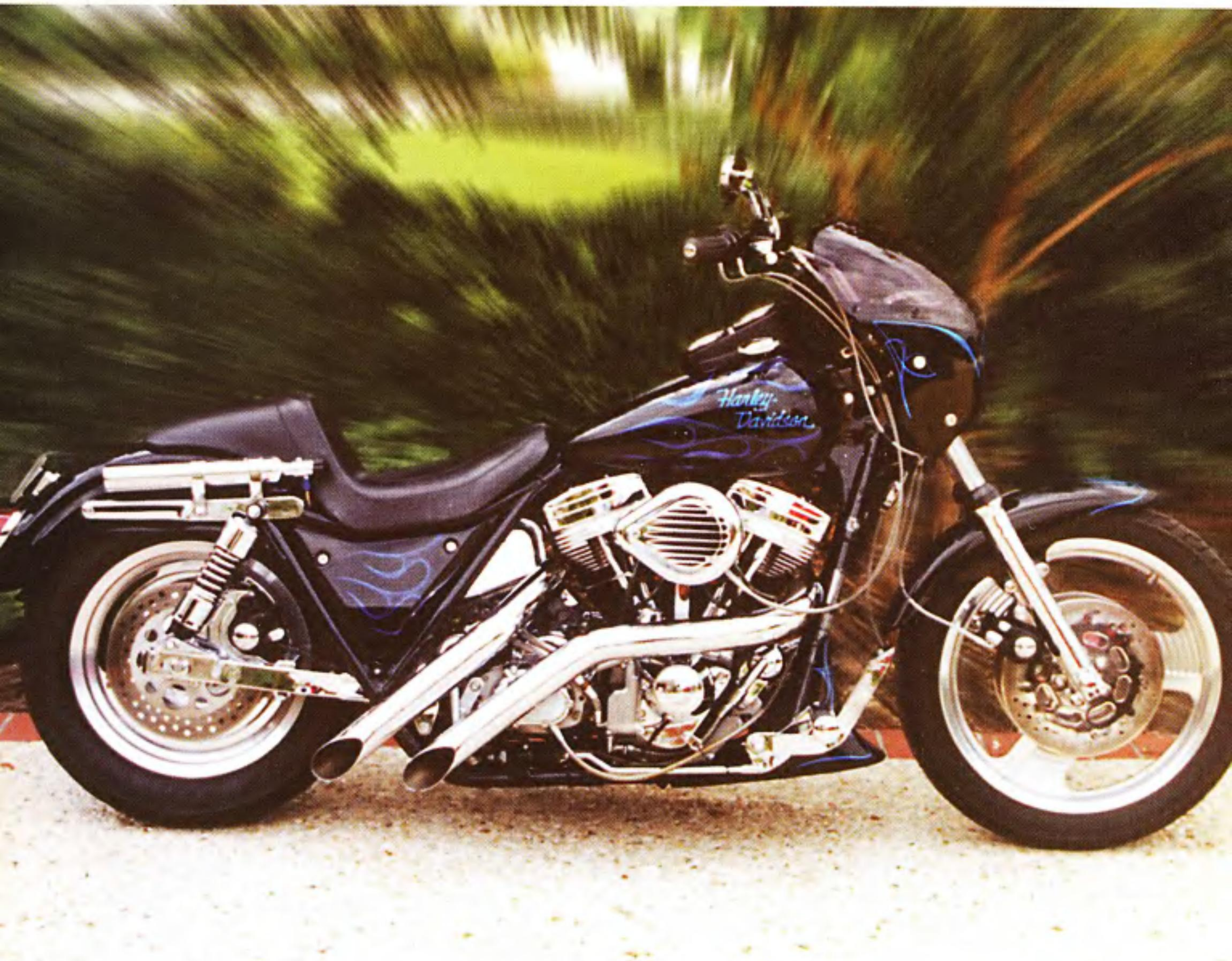
While "all that stuff" is nice, it's the guts of the bike that really sets it apart. Like the 100-inch RevTech motor with its Andrews EV-38 cam and the Crane 0.600 lift springs, the Carl's Machine bathtubbed, O-ringed, and dual-plugged heads, JIMS roller rockers and hydraulic semi-solid lifters, RevTech 4340 forged 3-piece flywheels, Ferrera 1-piece and S/S nitrided racing valves...and the list just goes on and on.

Not to be outdone by the pros at Competition, Gordon added forward controls, paint, exhaust pipes, chrome, and other essentials.

Summarizing his obsession with fast vehicles, on land as well as on water, Gordon says, "I'm not really the most sane guy in the world."

If all of us were insane like that, the world would be a better—and saner—place, don't you agree? *—Tripper*

Photos: owner



Don Dunkirk
Taylorville, Illinois
1999 Softail Custom

Patience, as we know, is a virtue, and not many of us seem to be very virtuous these days. Like Don here, for example. "I wrote you a letter the first of the year," he writes, "and you said you would put my bikes in the 'Reader's Ride' section of your magazine." He also enclosed these pictures of his custom Heritage Softail.

Unfortunately, we have no idea which year Don is talking about, or even which century, for that matter, because his previous letter seems to have made it into our own private Bermuda Triangle where it awaits some future archaeologist's carbon dating process.

But speaking of carbon: None of the parts on Don's bike are made of carbon fiber. Instead, there's plenty of metal, some of it painted, most of it chromed. Like the Fat Boy fenders and the 6-gallon tanks, or the Vance & Hines pipes, the chromed Santee swingarm, and the 80-spoke wheels. Some of the metal he's touched or had touched isn't even visible, like the Andrews cam. There's also some leather noticeable, like that on his Le Pera seat and his tool roll. And some rubber, predominantly on the tires, which is, of course, where it belongs.

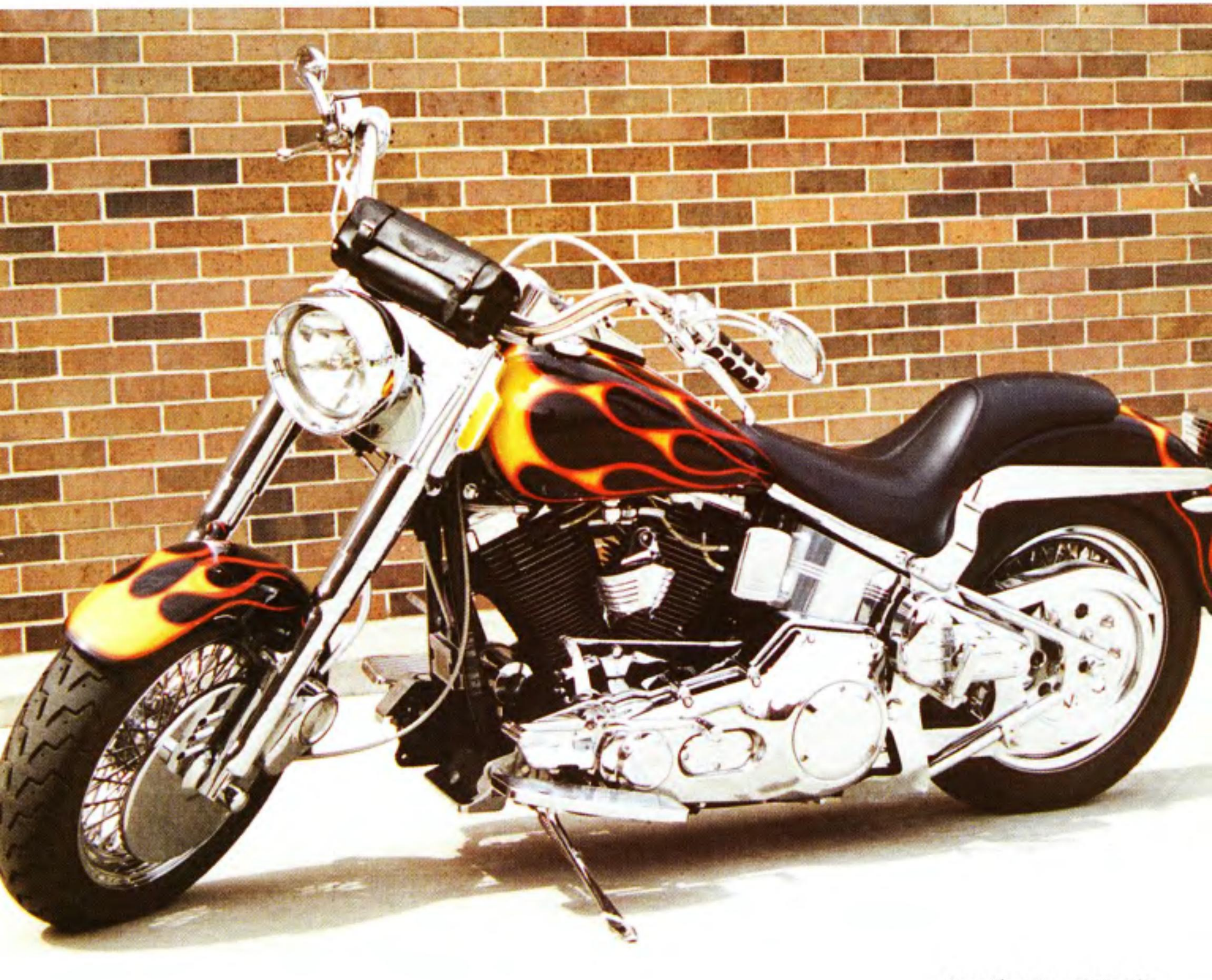
The point I was trying to make, though, was that about being patient and virtuous; just because Don sent us some pictures eons ago, doesn't mean he had to get all antsy and send us some more. Sometimes it just takes a lifetime or two for us to react. I suppose it's only natural, considering....

And Mark Muffick, if you're still around, Don wanted us to mention you as the painter of his bike(s). Which is what I just did.

There, Don, I hope you feel better now. Your bike made it, and Mark was mentioned. What else can we do? How about a little advice: Take a chill pill and go for a ride.

—Tripper

Photos: owner



ReadersRides

Dave Hampton
Concord, North Carolina
1999 Sportster

"Dave, he's a chrome addict," is how Doug Morton at Morton's Custom Cycles describes the proud owner of this cute little Sportster. "He wanted everything on it chrome plated. It was 100% stock when we got it. We started out by putting a stretched tank on it and painted it candy-apple red with some magenta ghost flames in it. From there, we went to pipes, jet kit, and plenty of chrome. Everything and anything we could think of we chromed, like even the swingarm and the oil tank. But not the frame"

But since chrome, as we all know, don't getcha home, the boys at Morton's made sure that Dave would have no problem returning to his abode after a nice day riding around. "The hypercharger breather got lowered down," Doug continues his story. "It's got a 21-inch wheel on the front, and a solid chrome wheel on the back."

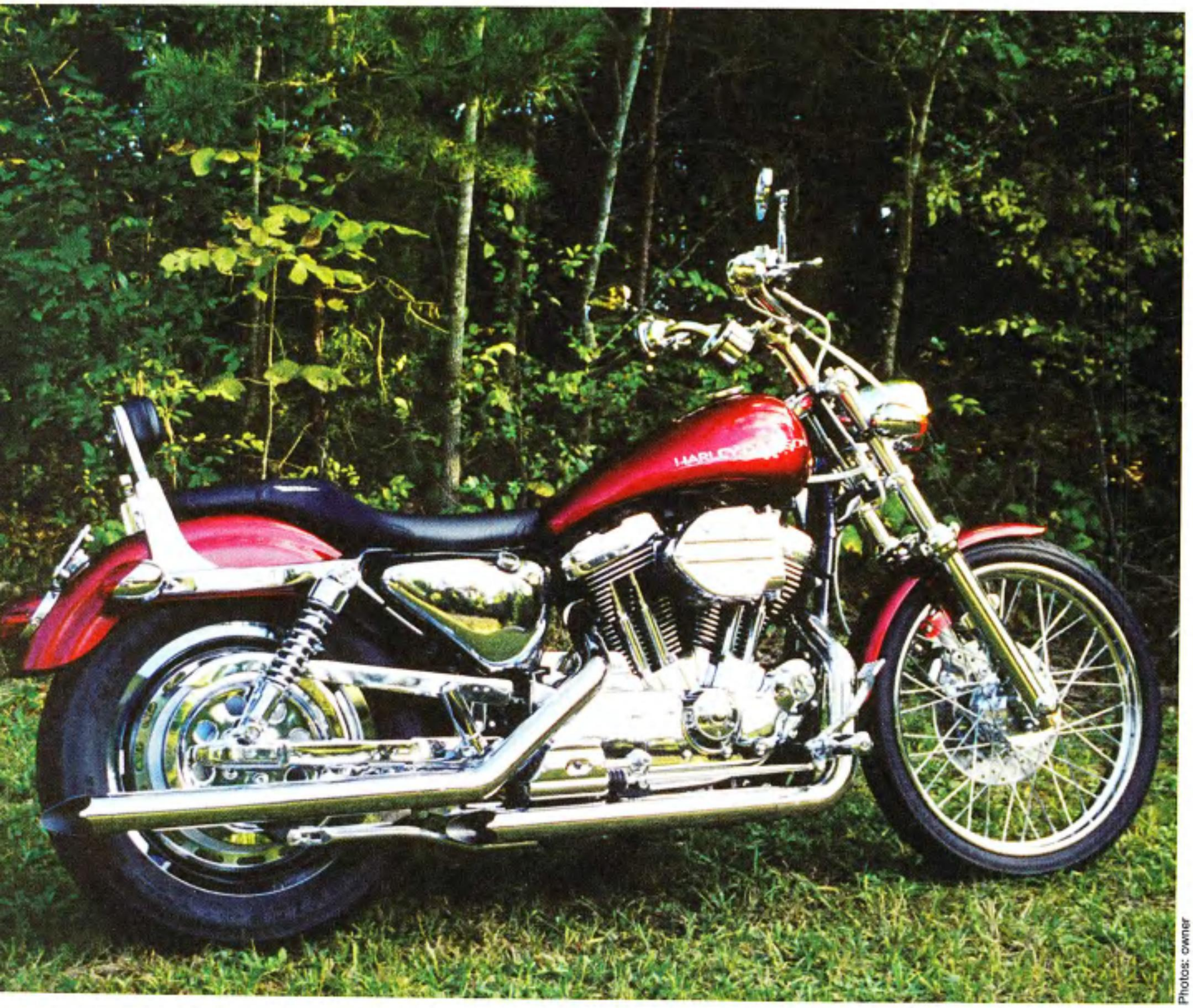
I suppose that could really aid in the endeavor of returning home.

And to think, it started out so innocently, too. "He called one day wanting to buy a heat shield," Doug explains. "I kept him on the phone for a pretty good while until I found one, and I charged him four bucks for a used one, and that's how he got hooked on us and started spending money. The bike's done now, though."

Oh yeah, back to getting home: "The motor's pretty much stock, with a jet kit and the pipes, and the hypercharger. The wires are inside the handlebars, got a stretched gas tank on it, the rear's been lowered, and its got something on it for a seat, but I don't remember what."

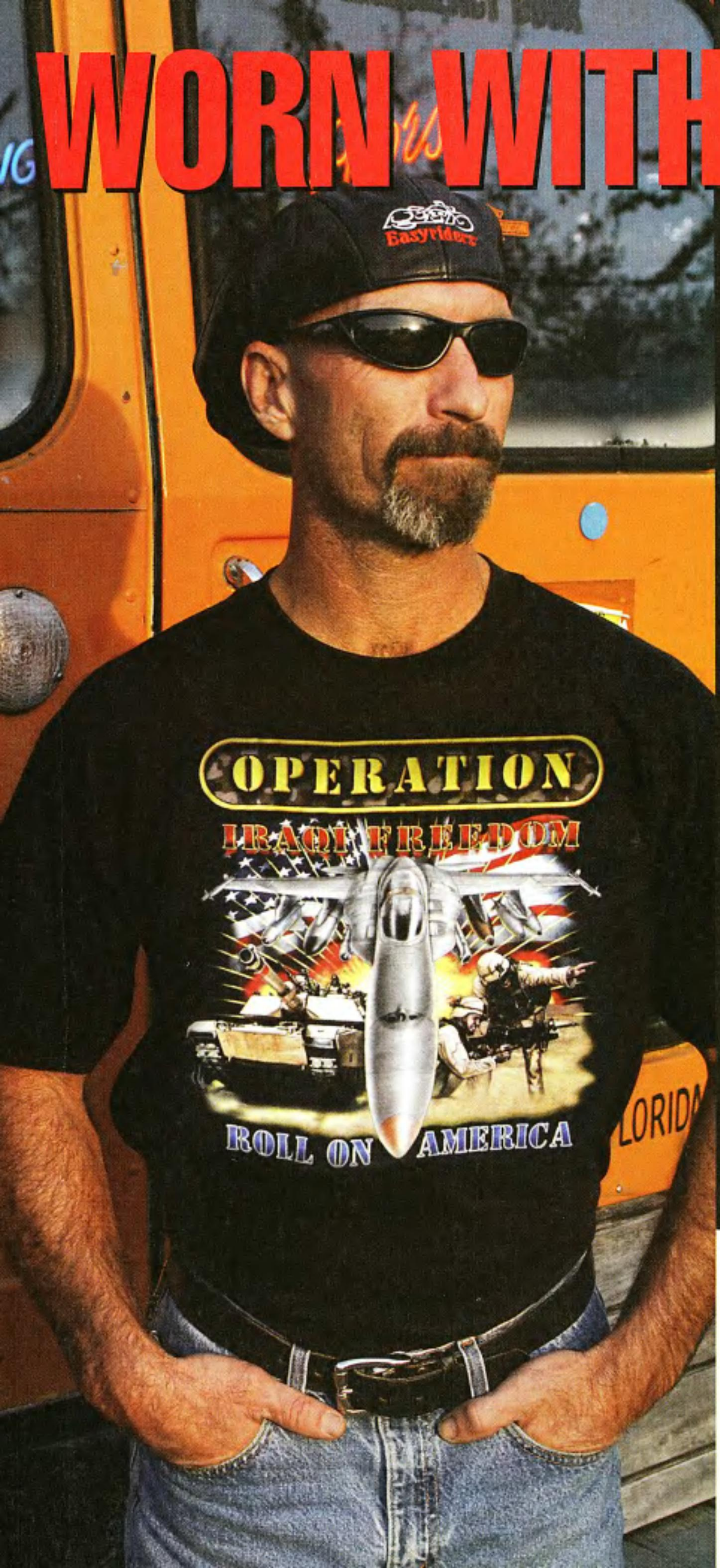
Well, that's understandable, seeing how long ago Doug and is boys worked on it. But there's one thing Doug remembers very well, something about the bike he won't forget so easily: "It's just got chrome everywhere you can imagine."

—Tripper



Photos: owner

WORN WITH PRIDE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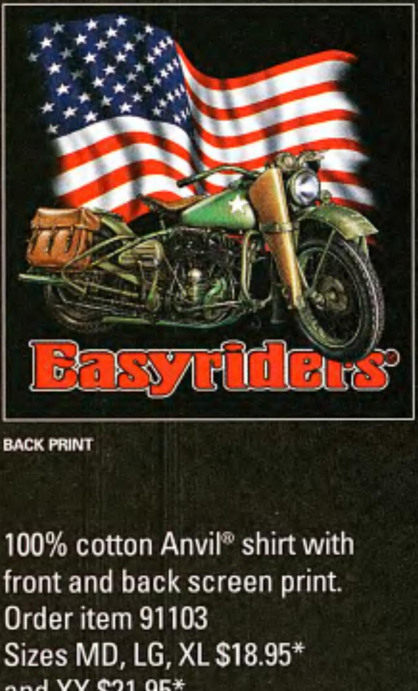
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A FEATHER IN THEIR BONNET

Indian's New Chief

Way back in 1901 George M. Hendee, a Massachusetts motorcycle racer, and C. Oscar Hedstrom, another bike racer, pooled not only their spare change but also their creative genius to open the Hendee Manufacturing Company. A short time later that was changed to Indian Motocycle Company, which had its home in Springfield, Massachusetts, in a triangular-shaped building known as the wigwam, near where both the Springfield rifle and the game of basketball were invented.

When Rey Sotello first breathed life back into America's first classic motorcycle marque', Indian's first Chief was met with eager anticipation from a bike marketplace that was happy to see the first Indians to roll off an assembly line since '53. That's when the original company finally locked the wigwam for the last time.

Sotello's Gilroy, California-based California Motorcycle Company, or CMC, had to hustle to meet the requirements of a deal they worked out in the courts over who had the right to build the Indian brand.

To meet the time constraints of the court-mandated deal they utilized an 88-inch S&S Evo-style mill to power this new branch on the Indian family tree. Okay, so maybe it is a whole new tree.

The new Chief was a big, Caddy-like cruiser that was a bit too large for folks under, say, 5 foot 10, and quite frankly, could be pretty spooky in corners. The low, stretched frame made grinding floorboards prematurely common, and the overall chassis created a wallow felt

Indian

in high-speed corners that could often be pretty unsettling.

Good news. These concerns did not go unheeded and Indian has addressed the problems. As far back as their 100th anniversary, in the summer of 2001, when the public and press toured the Gilroy facility, there were new frame designs mocked-up for us to get a peak at, obviously in the final stages before assembly of a prototype.

The new frame is far more rigid, has increased ground clearance, which equates to better cornering and more lean-angle, and the wallow is gone at last. The 41mm hydraulic forks are still covered in a very familiar headlight nacelle and topped with new pullback bars that, combined with the frame changes, make for a bike that fits more "average-sized" riders. And even with a whopping 5.92 inches of trail, it's far more fun to ride.

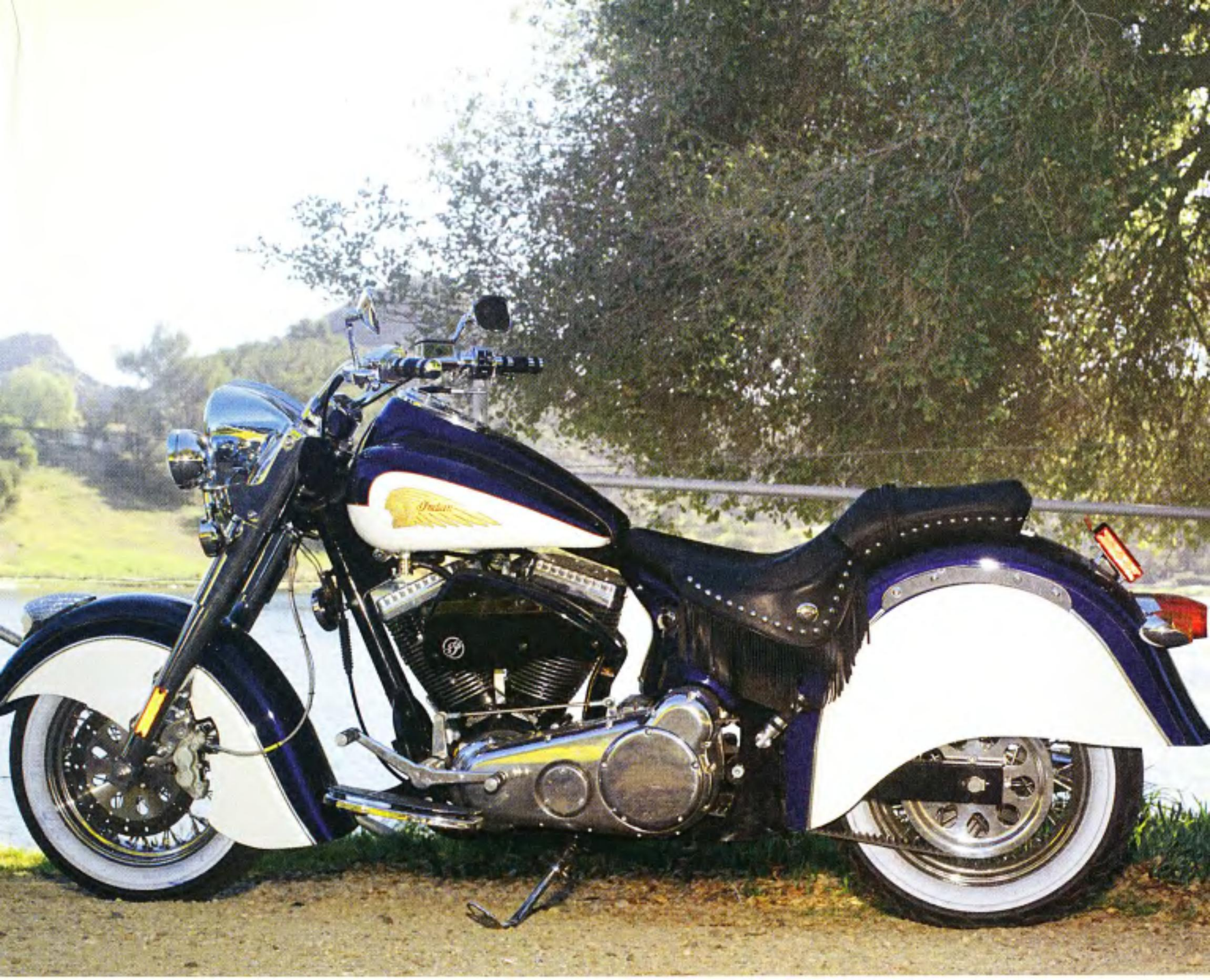
This was evidenced when I followed my friend Bill through a nearby canyon to watch the Super Bowl with some bros. I kept right on the taillight of his FXR through all but two of the tightest, off-camber turns in Box Canyon. Like I said—fun.

Indian's other big challenge was to create a new mill that would move them away from being, basically, another "Harley clone" builder. Their new Powerplus 100 engine has done that while maintaining the 45-degree style. Weighing in at 3.875 inches of bore and 4.25 inches of stroke, the new motor pulls hard and is fun to wind out on the open freeway, where the extra inches come in handy—especially when passing. Fed by a 42mm flat-slide Mikuni carb, the motor purred while cruising and responded whenever the throttle was twisted thanks to a broad torque band that is no doubt helped by the 2-into-1 exhaust.

With the added power and stability comes the desire to get more aggressive when riding, and Indian took this into consideration. The rising-rate, mono-shock rear suspension handles road irregularities well and braking is second to none. This is thanks to the fact that on the Chief model, Indian chose to mount 4-piston, differential-bore Brembo calipers to put the squeeze on 11.5-inch stainless steel rotors for sure-footed braking under the most extreme conditions.

The new Chief isn't just a face-lift, they came up with some solid solutions to the challenges that faced them. To see the new Chief as well as Indian's Scout and Spirit models (which are still powered by S&S motors), visit the Indian dealer near you or ride the World Wide Web and check out www.indianmotorcycles.com.

—Boxcar



General

Fabrication: Indian Motorcycle Corp.
Year and make: 2003 Indian
Model: Chief Deluxe
Assembly: Indian
Time: at a dealer near you now

Engine

Year: 2003 Powerplus 100
Builder: Indian
Ignition: electronic/computer controlled
Displacement: 100ci/1638cc
Cam: top secret
Intake: Mikuni 42mm
Exhaust: 2-into-1

Transmission

Year: 5-speed

Painting

Painter: Indian
Color: cobalt blue/pearl white
Special paint: see dealer

Frame

Year: 2003
Type: hidden shock
Rake: 34 degrees
Trail: 5.92 inches
Shocks: rising-rate, KW single shock w/adjustable preload

Accessories

Handlebars: pullbacks
Risers: Indian
Handlebar controls: Indian
Fenders: Indian
Headlight: teardrop
Taillight: Indian
Speedo: Indian
Pegs: signature floorboards
Foot controls: Indian
Gas tank: 5.5-gallon
Oil tank: Indian
Seat: two-up
Mirrors: yup
Grips: CCI
Oil system: gerotor

Front end

Type: 41mm hydraulic
Builder: Indian

Wheels

Wheels: laced
Size: 16 inches
Tires: 130/90 x 16
Brakes: Brembo
Photos: Rick Hustead

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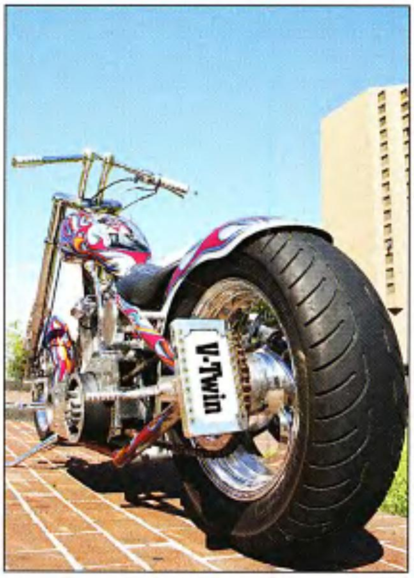
ComingAtYa

The seductive September issue of *Easyriders* (No. 363) is a sizzling mass of motorized goo. Check out the newest custom creations by master builders Kim Suter, Count's Customs, and Chica, as well as three young guns who build all the chop jobs for Performance Machine. We'll also test ride a snarlin' new Big Dog.

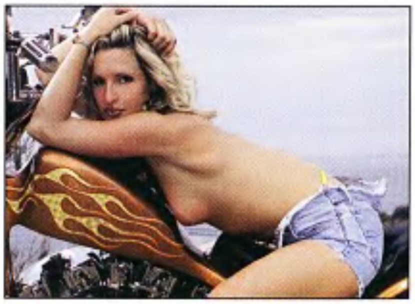
Ride with us to Myrtle Beach for all the rain-soaked fun at South Carolina's Bike Week, check *Easyriders'* Top 10 Best Bikes of the year and get a complete Guide to Harley's 100th Birthday Bash.

In the Tech Shed we'll take a final look at our shovelhead re-do, swap a stock stereo for Harley's new CD player for dressers and check in on Paul Yaffe's Discovery Channel bike. All this, *plus,* plenty of great ideas in our 32-page "Bike Builder's Guide"! *On sale August 5th*



The *August* issue of *Biker* is comin' atcha packed with not one but *two* covergirls that are *Penthouse* Pets and the full skinny on the *Biker/Penthouse* Party 'n' Bike Show in Sturgis, as well as our usual twisted entertainment. *On sale July 22.*

The artfully audacious August issue of *V-Twin* magazine (No. 28) includes a tantalizing two-wheeled tour of Arizona, and a story about guided motorcycle tours of Europe by World Tours. Meet master bike builder Kim Suter of KC Creations, go behind the scenes at Carolina Custom Wheels and find out what's new at Paul Yaffe Originals. We'll uncover another True Road Tale, pull back the veil on Suspension Secrets to offer you a better ride and bring you a guide to do-it-yourself Bike Kits. All this, plus 11 cool custom cruiser bike features, reader's rides, the latest bike parts and products, motorcycle news, bike runs and rallies and the usual dash of motorized madcap fun that makes *V-Twin* magazine...well, *V-Twin* magazine. Available pretty much all over the place. *On sale July 15th*



In the September issue of *In The Wind* (No. 114), see Daytona's soggy Bike Week, and Chopper Steve's old-school chopper, with a fox named Amber. The outsert reviews the Easyriders Bike Show Tour 15 (newsstands only). *On sale now*

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